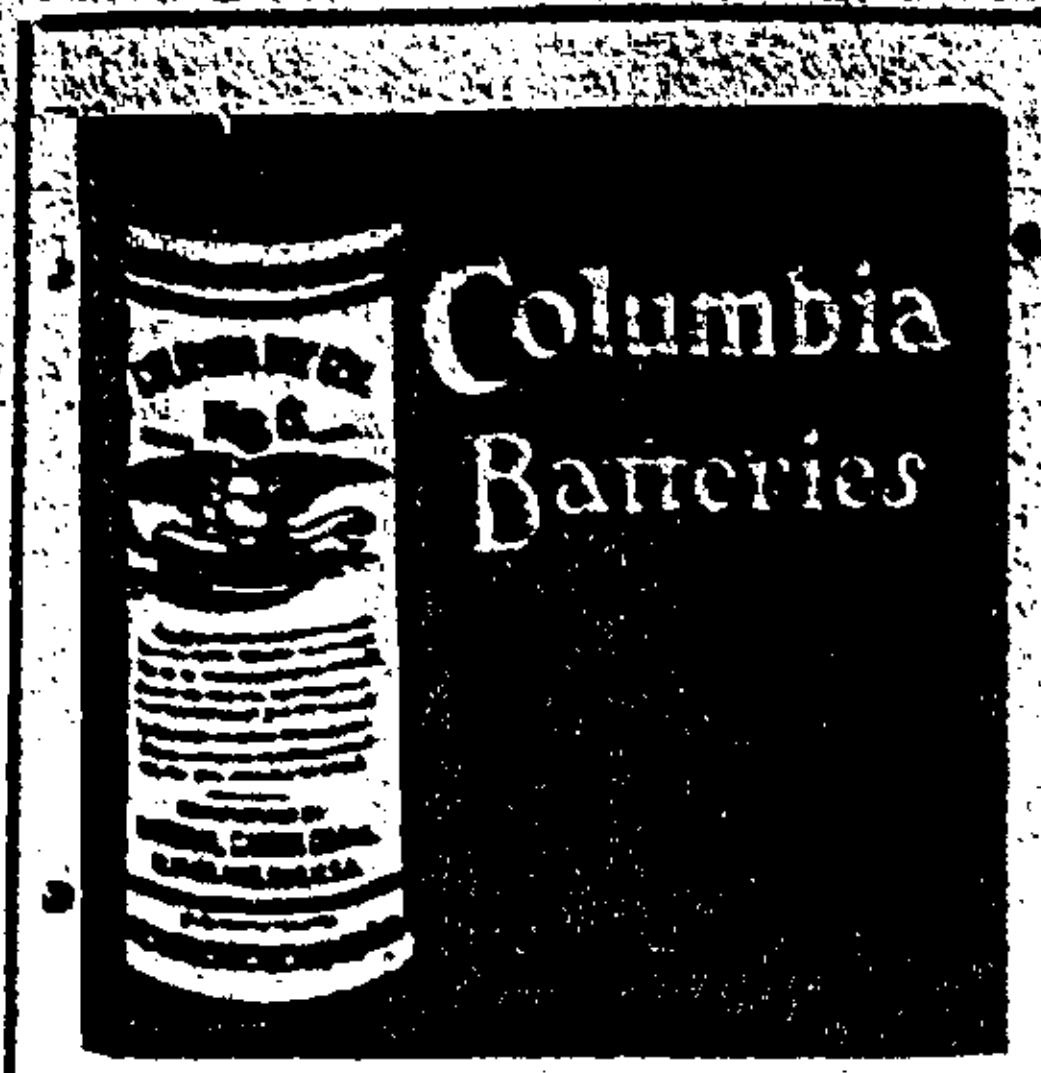


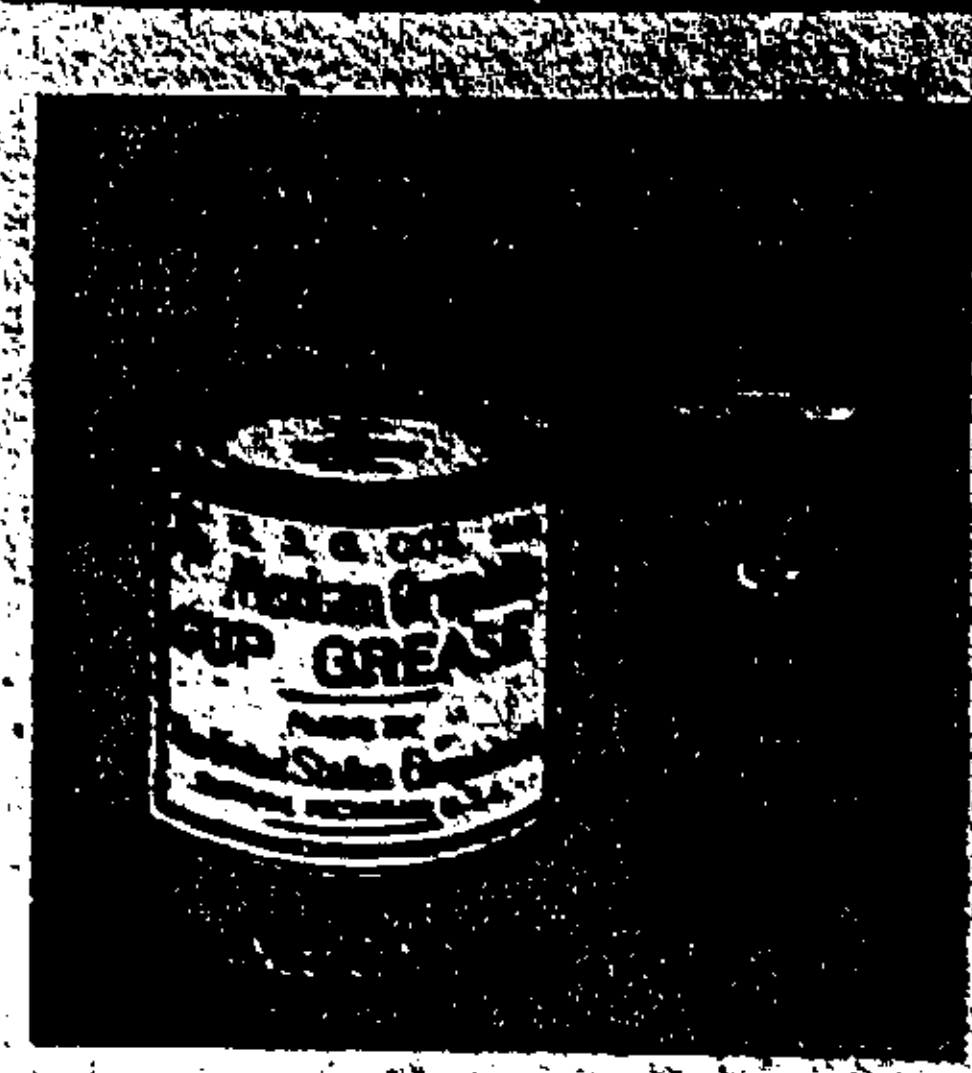


The Hongkong Telegraph

FOUNDED 1861
No. 12,228

三拜禮 號七廿月九英港 星期三, SEPTEMBER 28, 1921. 日七廿月八

SINGLE COPY 10 CTS.
EST. 1861



GERMAN DEMOBILISATION.

Singularly Conflicting Reports.
(Reuter's Service.)

Berlin, September 27.
A Note of the Inter-Allied Control Commission demands that the German police force be immediately reduced to the level demanded by the Entente, and declares that nothing has been done to carry out the stipulation for decentralising of the force, which, still organised in tactical units, is really a mobile fighting force similar to the Reichswehr.

London, September 27.
In connection with the revival of alarmist reports in regard to the strength of the German Army, Reuter learns authoritatively that the Inter-Allied Control Commission is perfectly satisfied with the progress of the surrender, and destruction of German armament. Official quarters state that there is not the slightest apprehension of any possibility that Germany will be able to organise and equip an army of such size as to constitute a danger to the Allies. There are plenty of men, but all the necessary armament and equipment is lacking.

SERIOUS POSITION IN SOUTH WALES COALFIELD.

Owners Question Interpretation of Settlement.

London, September 27.
A serious position has arisen in the South Wales coalfield owing to a misinterpretation of the settlement of the last coal strike, the Mines Department requiring the owners to contribute a further 10s. per ton, amounting to £750,000, towards wages. The owners expected the sum to be provided from the Government subsidy of £10,000,000, of which £3,000,000 remain. After a hurried meeting at the Cardiff Coal Exchange the owners decided to close a large number of collieries. If the decision is carried out the unemployment situation in South Wales will be seriously aggravated.

Coal Exchange Quotations Suspended.

Later.
Following the South Wales coal bombshell, all quotations were withdrawn at the Swansea Coal Exchange to-day in view of the uncertainty of the position.

"GUN-MEN" EXPERIENCE MARTIAL LAW IN BELFAST.

Salutary Effect of New Regulations.

London, September 27.
"Gun-men" in the riot area of Belfast had a sample of martial law for two hours prior to curfew last night, troops clearing the streets with the bayonet. Col. Campbell, who has been appointed military governor of the city, immediately issued regulations which had the most salutary effect, shooting ceasing after 6 o'clock a.m. yesterday, though there were sporadic attacks with revolvers and other weapons during the day.
A military communique issued concerning this says that Catholics were attacked in nine cases, including three where workmen were driven from employment. In the tenth case a Protestant was beaten in a Catholic area.

THE UNEMPLOYMENT PROBLEM.

Sir Alfred Mond Sees Better Prospects.

London, September 27.
Sir Alfred Mond, addressing pressmen at the Ministry of Health, declared that unemployment is due to causes over which the Government has no control. They must try to stabilise foreign exchanges, so that British foreign trade might improve, and the cost of production must be reduced. He was glad to say that there seemed to be some indication of more confidence on the part of purchasers, as more orders are being received. Unemployment insurance had been a big weapon in dealing with the situation. It was hoped to extend its scope by the Government advancing £20,000,000 to an unemployment insurance fund. The position was serious, but he was not in any way pessimistic.

RUSSIAN MACHINATIONS IN THE EAST.

Soviet Reply Irrelevant.

London, September 27.
The Foreign Office is of the opinion that the Soviet reply to Marquis Curzon does not attempt to answer the very grave charges against the Soviet, which are based on definite evidence. The Soviet, apparently, merely contents itself with stating that certain individuals are not involved. This is unimportant in view of the well-known fact that, owing to their mutual distrust, the heads of the Soviet departments are always changing.

SYNDICALIST WORKMEN IN GERMANY.

Take Possession of Dyeworks.

Berlin, September 27.
A message from Frankfurt states that workmen have taken possession of the dyeworks at Höchst, and will not allow anyone to enter without their consent. There has been no disorder. The French authorities have announced that they will not interfere, but have requested workmen to refrain from violence.

SAFETY OF ALL-RUSSIA COMMITTEE.

Report that Members Condemned to Death.

London, September 27.
In view of the alarming reports regarding the safety of members of the All-Russia Committee, Dr. Nan-en telegraphed to M. Tchicherin asking whether the report that four members of the Committee had been condemned to death is true.

GRAND TRUNK RAILWAY EXPROPRIATION.

Shareholders' Committee to Appeal to Privy Council.

London, September 27.
The Grand Trunk Railway shareholders' committee has decided to appeal to the Privy Council.

FIRE AT NOTTINGHAM SOAPWORKS.

London, September 27.
Damage to the amount of £30,000 was done by fire to a soapworks at Nottingham. Many hands are rendered temporarily idle.

NATIONALISTS CONFER HONOUR UPON MUSTAPHA.

"A Fighter of Infidels."
(Reuter's Service.)

Constantinople, September 27.
The National Assembly at Angora has conferred upon Mustapha Kemal the rank of Marshal and the title of Ghazi, the latter designation being an honour given to a fighter of infidels. Mustapha, replying, said he would not lay down arms until the last Greek had been driven from Turkish soil.

Royalty to Visit Anatolia.

Athens, September 27.
King Constantine and the Crown Prince will arrive at Anatolia on the 29th inst. Great preparations are being made for a popular welcome.

WALL STREET FINANCES THE ARGENTINE.

To Restore Exchange and Stimulate Trade.

New York, September 27.
A syndicate of financiers has purchased two-year seven per cent Argentine Government Treasury gold notes to the amount of \$50,000,000. This is the first financing of Argentine bonds from New York for five years. The operation is expected to help to restore exchange and to stimulate trade.

U.S. AND PEACE TREATIES.

Democrat Senators Decide A "Not Matter for Party Action."

Washington, September 27.
The conference of Democrat Senators decided that the peace treaties are not matters for party action, hence individual Senators are free to follow their own judgment in the voting in regard to ratification.

U.S. SUBMARINE SINKS.

Open Torpedo-Tube Believed to be the Cause.

Los Angeles, September 27.
The United States Pacific fleet submarine R-6 sank at anchor in San Pedro Harbour, said to be owing to an open torpedo-tube. Two of the crew are believed to have been drowned.

FASCISTI DEMONSTRATION LEADS TO BLOODSHED.

Rome, September 27.
A band of Fascisti or extreme Nationalists headed by a Deputy, Sgr. Vicini, demonstrated in front of the Prefecture at Modena. The troops fired, killing five and wounding 25, Sgr. Vicini being among the wounded.

(Other Telegrams on Page 2.)

THE MACAO QUESTION.

A Reply To The Portuguese Version.

(Canton Information Bureau.)

CANTON, September 26th.—A Hongkong paper has published what we take it, is to be read as the official Portuguese version of the recent incident at Macao. The statement opens with the admission that "various incidents have occurred recently relating to the question of Portuguese and Chinese jurisdiction all of which have been determined with more or less difficulty by the authorities at Canton and Macao."

"We concur. But what follows in the Portuguese version is an obvious falsification of history. 'These incidents or conflicts,' it is said, 'far from being due to a desire to enlarge Portuguese authority—a desire which does not exist—are rather due to a want of comprehension of the rights, duties and obligations of nations in their relations to each other, on the part of subaltern or junior Chinese officials, who maintain a doubtful discipline amongst their subordinates.'"

A CONCLUSIVE ANSWER.

The conclusive answer to this attempt to find the cause for these "incidents or conflicts" in Chinese truculency rather than in the Portuguese desire to grab more Chinese territory, is to point out that whereas in 1843, the area of Macao was actually less than 3 square miles, it is to-day considerably more than 11 square miles, and, if the Portuguese claim were allowed, it would exceed 50 sq. m.

As the Portuguese statement has plunged into its story, and bad history at that, it is necessary to rehearse the relevant historical facts involved in the case. The settlement of Macao originally comprised the tip of the tongue of land jutting out at the southern extremity of the West River delta, known as the District of Houng Shan. The Portuguese were at first no more than squatters, and, according to a well-known book of reference, they "first obtained a footing on a vacant lot near the shore under the pretext of drying wet cargo, and in 1557 were permitted by the Chinese Government, then under the Ming

Dynasty, to erect factories on the payment of Tls. 20,000."

Later, the Portuguese made a new arrangement with the Manchu Government, which required them to pay an annual land tax of Tls. 500 and prohibited their movements beyond two barrier gates. These gates "were opened 6 times a month, when the Portuguese were supplied with rice and other necessities."

"A SCRAP OF PAPER."

The land tax of Tls. 500 was paid until 1843, when the Portuguese—taking advantage of the weakened state of China brought about by the first Opium War—violated the agreement, refused to pay the land tax and expelled the Chinese authorities. It was about this time that the "desire to enlarge Portuguese authority" found its first notable expression. The northern boundary of Macao, which then ran across the centre of the tongue of land, was pushed back to include the entire peninsula, right up to the barrier on the sandy isthmus connecting the settlement with the rest of the delta. This illegal state of things created by the Portuguese, continued down to 1887, when the Protocol of Lisbon and the Treaty of Peking legalized the Portuguese occupation of Macao in return for the Portuguese undertaking to aid in suppressing the smuggling trade in opium—which, by the way, is still vigorous and flourishing in the settlement.

The Portuguese statement appears to refer to Article 2 of the Treaty of Peking. The article stipulates that "Commissioners appointed by both Governments shall proceed to the delimitation of the boundaries (of Macao), which shall be determined by a special Convention; but as long as the delimitation of the boundaries is not concluded, everything in respect of them shall continue as at present without addition, diminution, or alteration by either of the parties."

LAPPA'S SPRING WATERS.

At the date of this Treaty of Peking of 1860, the water boundary between Macao and the Chinese territory known as Lappa Island, lying opposite to it, was not an acute issue—if it were an issue at all—because (a) the Portuguese authorities at the time had a more or less correct

"comprehension of the right duties and obligations of nations in their relations to each other" in the matter of a river boundary, such as that existing between Macao and Lappa Island, i.e. the boundary line lies along the centre of the main channel; (b) it was only in 1909 that the Portuguese began dredging work with the view of making the Port of Macao available for the largest river-boats and ultimately over-sea-shipping; and (c) in 1867, the Portuguese had not yet contemplated the seizure of Lappa Island to the two fold purpose of enclosing the port entirely by Portuguese territory and securing for Macao the best potable water in that section of the delta region. There is little doubt that the Lusitanians are thirsting for Lappa's spring-waters. But they are also wanted by the rightful and immemorial owners of the soil.

THE STATUS QVO OF 1887.

In these circumstances, the Portuguese statement wholly begs the question when it contends that, in view of the maintenance of the status quo of 1887 as stipulated by article 2 of the Treaty of Peking, "it follows that if the port of Macao was solely under Portuguese jurisdiction in 1887, China cannot exercise any authority in the waters of the port." The entire point at issue is what are "the waters of the port" of Macao. The historical evidence is completely against the present Portuguese contention that these waters included, in 1887, the Chinese side of the inlet separating Macao from Lappa Island. And even if the evidence—which is not the case—were less conclusive as to what were the waters of the port of Macao in 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2. Prior to 1843, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3. The refusal of the Portuguese to pay the annual land-rent of Tls. 500 rendered their occupation of Macao, from 1843 to 1887, the briefest consideration of the question, under the guidance of settled law, would show the status quo of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1. It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

BATHROOM FITTINGS

OVAL OR ORLONG MIRRORS WITH WHITE
ENAMELLED FRAMES. GLASS SHELVES
WITH N.P. BRACKETS. OPAL TOWEL RAILS
A VERY ATTRACTIVE STYLE, SINGLE OR
TRIPLE.

N.P. TOWEL RAILS, WITH TWO ARMS
SOAP DISHES, PAPER HOLDERS, ETC.

C. F. WARREN & CO., LTD.

30/32 Des Voeux Road, Hongkong.
Also at Canton & Macao.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND
HANDWARE MERCHANTS.

25, WING WOO ST.

PHONE NO. 1110.

PUBLISHED ANNUALLY.
THE
LONDON DIRECTORY

with Provincial & Foreign Sections.

enables traders to communicate direct with

MANUFACTURERS & DEALERS

in London and in the Provincial Towns and

Industrial districts of the United Kingdom and

the Continent of Europe. The names, addresses and other details are classified under

more than 2500 trade headings, including

EXPORT MERCHANTS

with detailed particulars of the goods shipped

and the Colonial and Foreign Markets supplied

STEAMSHIP LINES

arrived under the Ports to which they sail

and indicating the approximate sailing.

One-hack BUSINESS CARDS of Firms desiring

to extend their connections, or Trade Cards of

DE LUXE DRINKING AGENCIES

can be printed at a cost of £1.10s. 0d. for each

trade heading under which they are inserted.

Larger advertisements from £2 to £10.

copy of the directory will be sent by parcel

for £2, net, cash with order.

THE LONDON DIRECTORY CO., LTD.,

25, Abchurch Lane, London, E.C. 4,

England.

X ESTABLISHED IN 1814.

A. TACK & CO.

The Largest Photo-Supplies

in the Colony.

DEVELOPING AND FRINTING

UNDERTAKEN.

26, DES VŒUX ROAD,

CENTRAL.

METALS

of all kinds, especially for ship-

building and engineering works.

Complete stock. Best terms.

Immediate delivery.

SINION & CO.,

(Established A. D. 1880.)

HING LUNG ST. Phone 511

MEE FONG

HIGH CLASS PHOTOGRAPHER

Old Supreme Court Building

Special Department for Develop-

ing Printing for Amateurs and

Enlarging & Framing.

GREEN IS AND CEMENT

COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong.

MARTIN'S

APIOL & STEEL PILLS

for Ladies.

A French Remedy for all irregularities.

Thousands of Ladies always keep a box

of Martin's Pills in the house, so that

on the first sign of any irregularity of

the system a timely dose may be ad-

ministered. Those who use these pills

recommend them, because their experience

has shown that they are the only pills

which do not harm the system, and that

they are the only pills which are sold

throughout the world, or put true to

MARTIN'S, Chemist, Southampton, Eng.

MARTIN'S

APIOL & STEEL PILLS

for Ladies.

MARTIN'S

APIOL & STEEL PILLS

for Ladies.

MARTIN'S

APIOL & STEEL PILLS

for Ladies.

MARTIN'S

APIOL & STEEL PILLS

for Ladies.

MARTIN'S

APIOL & STEEL PILLS

for Ladies.

MARTIN'S

APIOL & STEEL PILLS

for Ladies.

MARTIN'S

APIOL & STEEL PILLS

for Ladies.

EARLIER TELEGRAMS.

WASHINGTON CONFERENCE.

New York, Sept. 27.

The New York Times' Washington correspondent states that Mr. Harding has informed the Republican senators of his view that the vote on Borah's Bill restoring the law exempting American coasting vessels from payment of Panama Canal tolls should be delayed until after the Washington Conference as he fears that repeal of the Panama Tolls Act, if accomplished by an act of Congress, would introduce another disputable issue into the Conference and would influence the attitude of the British delegates. The same correspondent states that the Administration hopes the Conference will agree to measures providing for general agreements to replace the Anglo-Japanese Alliance and agreements between Japan and Western Powers affecting China. The Administration's idea is to arrange for virtually identical treaties between China and each of the Powers, defining exactly the limits of the rightful claims of foreign Powers so that the post-conference era may start with a clean sheet and with all the Powers subscribing to the principle of the "open door" and equal commercial and industrial opportunities.

MEXICAN OILFIELDS.

Mexico City, Sept. 27.

An important decision affecting the ownership of Mexican oilfields was given by the Supreme Court in an injunction suit by the Texas Oil Company with regard to oil lands it held before May 1, 1917. The company pleaded that if the government under article 27 of the Constitution denounced the company's rights to these lands it would be violating article 14 which provides that no law be made retrospective. The Court's decision definitely establishes that article 27 is not retrospective as far as it concerns property acquired for oil exploration or exploitation prior to the present constitution becoming effective. Justice Moreno in reading the decision said it should establish the principle of law on which other pending injunction suits should be adjudicated.

LEAGUE OF NATIONS.

Geneva, Sept. 27.

The Assembly is now discussing the economic weapon as a means of enforcing respect for the League's decisions. The committee's report proposes that the League Council should summon the parties accused of infringement of the League covenant and deliver judgment after hearing both sides. All states should be placed on an equal footing with regard to the enforcement of penalties if the parties are unable to agree within the stipulated time.

GREEKS AND TURKS.

London, Sept. 27.

Widespread concern has been aroused at the prospect of the continuation of protracted hostilities in Western Anatolia. The Great Powers were too exhausted to intervene and left the Greeks and Turks to fight out the ownership of Asia Minor, but as a stalemate has arisen this policy is now bankrupt. It is pointed out that the mediation of the Powers is essential if Turkey and Greece are to be saved from financial ruin. The Greeks destroyed Anatolian villages in their retreat from Angora, creating a wide devastated zone between the rival armies.

DARING OUTRAGE.

New York, Sept. 27.

A daring outrage was perpetrated, in broad daylight, in the crowded Grand Central Station. Three bandits armed with lead pipes and revolvers attempted to snatch a handbag from a railroad cashier, containing thousands of dollars, firing eighteen shots. Terrified travellers scrambled into safety, but the robbers were frustrated owing to timely police reinforcements.

SOVIET PROPAGANDA.

London, Sept. 27.

Soviet propaganda in the Orient is under the supervision of Stalin, head of the nationalities department, coming immediately after Lenin and Trotsky in the Soviet hierarchy. Stalin really dominates the Soviet's foreign policy, the basic principle of which is the federation of the autonomous national Soviets, extending beyond the former Russian Empire into Afghanistan, Persia, Bokhara, Armenia and Anatolia.

STARVING RUSSIAN CHILDREN.

Riga, Sept. 27.

The Americans have organized 120 kitchens in Petrograd and are producing sixty thousand loaves of bread daily for starving children. The Americans have been compelled to reduce the rations, as the children, who had not seen white bread for years, so voraciously devoured the bread that they became ill.

INSURGENT KURDS.

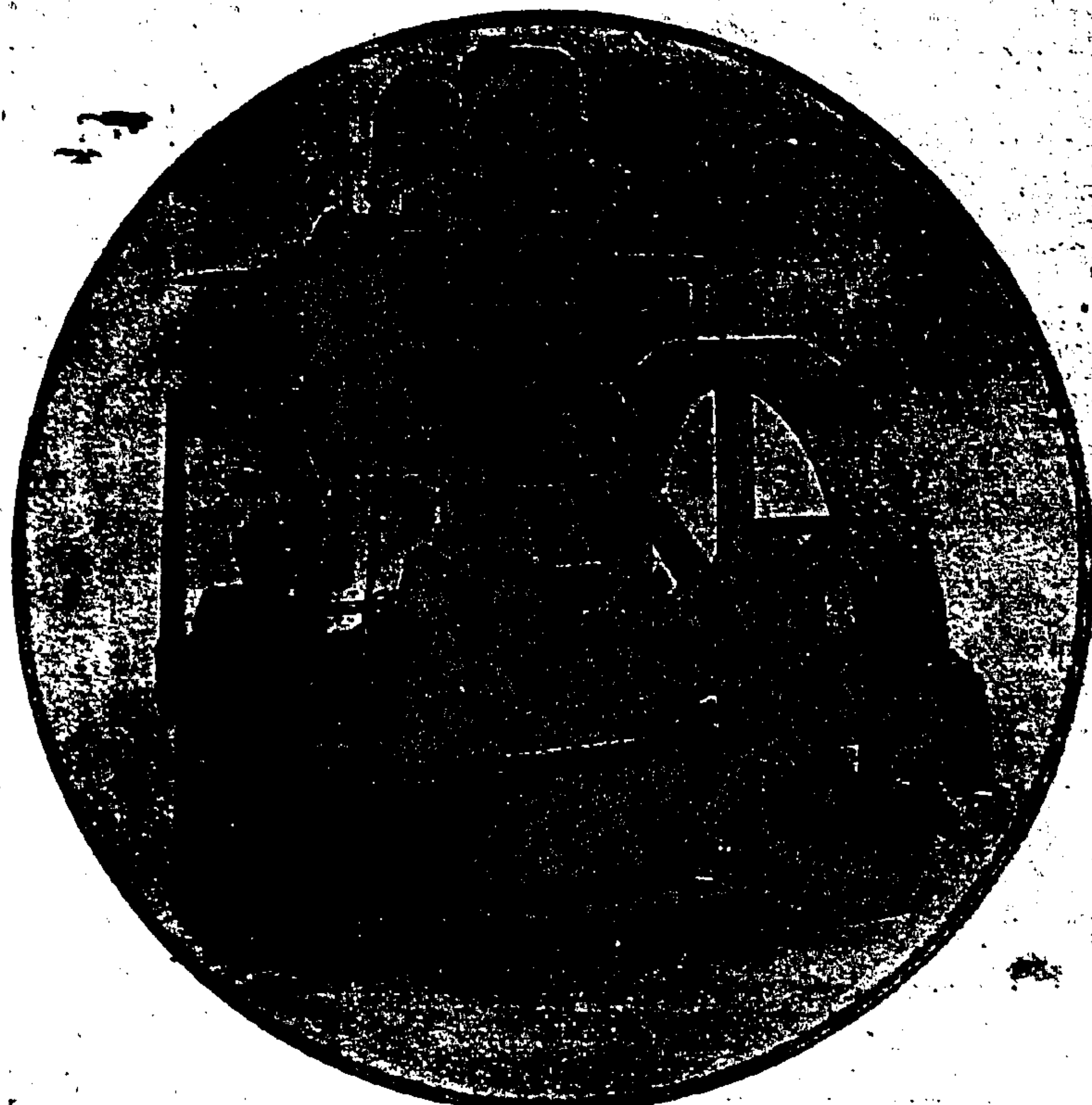
London, Sept. 27.

Reports from Constantinople state that the Kemalists are organizing a force under Nihad Pasha with the dual objectives of crushing the insurgent Kurds and fomenting an insurrection in northern Mesopotamia against Feisal with the object of replacing him by a Senussi chieftain.

NEW FRENCH LOAN.

Paris, Sept. 27.

In order to facilitate the payment of reparation for war losses a loan of three milliard francs is being issued on November 27, divided into six million bonds of five hundred francs each bearing interest at six per cent., tax free. The bonds will participate in four drawings annually.

A C E A L
REISS & Co.
WIDDOPINVINCIBLE SEMI-DIESEL CRUDE OIL ENGINES
(Marine and Stationary.)

ENGINES IN STOCK

25 B.H.P. 35 B.H.P. 50 B.H.P. 70 B.H.P.

SHOWROOMS: 15 & 16 Connaught Road Central.

The ANGLO-CHINESE ENGINEERS ASSOCIATION, Ltd.

REISS & CO.

(REISS BROS., LTD.)

EARLIER TELEGRAMS.

ARMS FOR SINN FEINERS.

London, Sept. 27.

Sir James Craig told the Ulster Parliament yesterday that the Government had information that large quantities of arms and ammunition had been brought to Ireland during the past two months by Sinn Fein gunmen and that Sinn Feiners were constantly drilling.

New York, Sept. 27.

George Burke, commission dealer in arms and ammunition, has been arrested on a charge of conspiracy to furnish British subjects in Ireland with arms and munitions for use against the British Empire. It is alleged that Burke is implicated in the purchase and shipment of the machine guns and ammunition seized in New York in June last aboard the steamer Eastside, which, it is believed, were destined for Ireland.

IMPERIAL WIRELESS CHAIN.

London, Sept. 27.

Leaflet wireless station, in Oxfordshire, the British end of the Imperial wireless chain, having been searchingly tested with entirely satisfactory results, will begin regular work on October 1. The Cairo station, the next link in the chain, will be completed before the end of the year. It is intended to push on the Imperial wireless scheme as quickly as possible. Experts are expected to produce plans of other stations in November and when these are approved orders for eight or ten stations will be placed without delay.

Probably over £200,000 will be spent on engineering plant for the chain in the next financial year, mostly in Britain, thus helping to relieve unemployment.

GENERAL NEWS.

ERZBERGER'S ASSASSINS. The German Government has increased its reward for the apprehension of the murderer of Herr Erzberger from 100,000 marks to 200,000 marks.

RED INDIAN CHIEF'S VISIT. Desktcheh, the Redskin chief of the Six Nations, who lives near Lake Erie, landed at Plymouth last month, and travelled to London to consult the Imperial Government on his people's relations with the Canadian Government.

THE FIRM OF WILSON AND COLBY.

Cards have been sent out by Dr. Woodrow Wilson and Mr. Bainbridge Colby announcing the formation of a partnership for the practice of law under the firm name of Messrs. Wilson & Colby. News regarding the intention of these two celebrities to practice law in New York was received some time ago. Their cards have now been received by various people in Shanghai. Their office will be at No. 1315 F Street, American National Bank Building, Washington, D.C. and No. 32 Nassau Street, New York City.

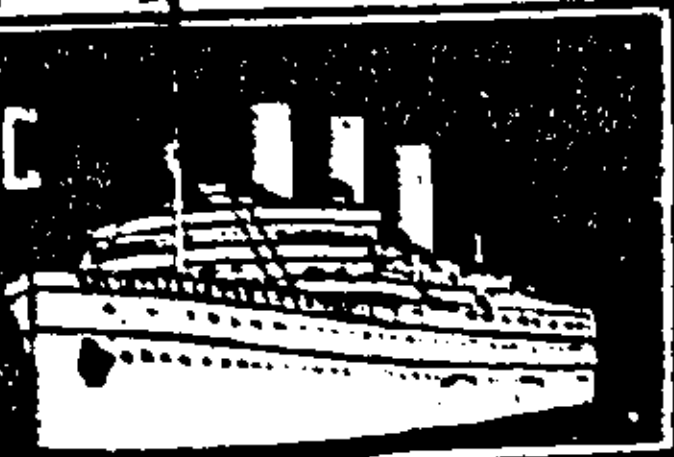
DOINGS OF THE DUFFS

Tom Takes a Trip to the Post Office--

BY ALLMAN



PACIFIC SHIPPING.

CANADIAN PACIFIC
STEAMSHIPS
LIMITED.

HOME VIA CANADA

Hongkong to England
Shanghai, Nagasaki, (Moji) Kobe, Yokohama, Vancouver & Montreal.

PACIFIC STEAMER	FROM HONGKONG	DUE VANCOUVER
Empress of Russia	Oct. 13	Oct. 31
Monteagle	Oct. 26	Nov. 19
Empress of Asia	Nov. 10	Nov. 28
Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 8	Dec. 25
Monteagle	Dec. 21	Jan. 28

Connecting Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre & Naples.

Through observations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
Standard Sleeping cars, Compartments & Dining rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC STEAMSHIP, LTD.
Hongkong Office Telephone 752. Cable Address GACANPAC.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA KEELUNG, SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

Steamer	Tons	Leave Hongkong	Arrive Honolulu	Leave Honolulu	Arrive San Francisco
SHINYO M.	22,000	Oct. 1	Oct. 15	Oct. 20	Oct. 25
PERSIA M.	22,000	Oct. 15	Oct. 29	Nov. 3	Nov. 8
TAIYO M.	22,000	Oct. 29	Nov. 12	Nov. 17	Nov. 22

* Calling at Dairen and omitting call at Keelung & Shanghai.
† Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA, CRIZ, BALBOA, CALLAO, MULLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES.

Steamers	Tons	Leave Hongkong	Arrive Valparaiso
SEIYO MARU	14,000	November 9th	November 15th
RAKUYO MARU	17,500	December 15th	December 22nd

For full information regarding passengers, freight and sailings apply to—

Y. TSUTSUMI, Manager,

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD.

TO MANILA.

"WEST CARMONA" ... 29th September.
TO LOS ANGELES & SAN FRANCISCO.

† "WEST HENSHAW" ... 2nd October.

TO VANCOUVER & SEATTLE.

† "WEST CANON" ... 8th October.

† Also, cargo accepted for Transhipment at San Francisco and or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE—1 door Powell's Building, 12, Des Voeux Rd., Tel. 3078.

PACIFIC SHIPPING.

DOLLAR
LINE

SAILINGS FROM HONGKONG

FOR NEW YORK.

"GRACE DOLLAR" ... via Suez ... 17th OCT.

FOR VANCOUVER.

"HAROLD DOLLAR" ... 26th NOV.

Through bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL. 792.
795.



Operating following U.S. Shipping Board Steamers.
PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

From Hongkong. Arrive Seattle.

S.S. Silver State ... For Manila ... Oct. 11.

S.S. Silver State ... Oct. 22 ... Nov. 11.

FOR HONOLULU & SAN FRANCISCO

From Hongkong. Arrive San Francisco.

S.S. HAWKEYE STATE ... Oct. 1 ... Oct. 23.

FOR PORTLAND DIRECT.

Calling Manila, Shanghai, Kobe & Yokohama.

S.S. Pawlet ... Direct to Portland ... Sept. 27.

Coast ... Oct. 15.

Montague ... Nov. 11.

Abercrombie ... Dec. 7.

Through Bills of Lading issued to Overland common points.

Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansions.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

CADARETTA ... Sailing Sept. 29

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor Hotel Mansions.

PASSENGER OFFICE.

Tel. 2477 & 2478.

Queen's Bldg. 2, Ice House St.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. SCHODACK

27th September.

S.S. JADDEN

15th October.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC..

THE ADMIRAL LINE;
AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansions.

KONINKLYKE PAKETVAART MAATSCHAPPIJ

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to
Singapore & Belawan Deli direct.
27th of September.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN-LYN.

Telephone No. 1574.

Agents.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong:

"EURYMACHOS" ... via Suez Canal ... 13th October.
"CITY OF ADELAIDE" ... via Suez Canal ... 1st November.
"TYDEUS" ... via Suez Canal ... 13th November.

† Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change with out notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD. HONGKONG.
HONGKONG & CANTON REISS & CO., CANTON

VERENIGDE NEDERLANDSCHE SCHEEPVAART
MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between:

Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	For	Sailing on or about
TIJSDARI	Rotterdam, Amsterdam & Hamburg	2nd Oct.
ALDERAMIN	Rotterdam, Amsterdam & Hamburg	11th Oct.
BOERJE	Amsterdam, Rotterdam & Hamburg	2nd Nov.
IOSARI	Amsterdam, Rotterdam & Hamburg	10th Dec.
OUDEKERK	Rotterdam, Amsterdam & Hamburg	10th Jan.
KADJA	Amsterdam, Rotterdam & Hamburg	10th Feb.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,

York Building.

NEW SERVICE TO JAVA

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO JAVA

Calling at Singapore, Batavia, Samarang
and Sourabaya.

S. S. "NILE"

October 6th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING.

Telephone Passenger Dept.
No. 1534.

ICE HOUSE STREET.

Tel. Freight Dept. & Agents.
No. 2161.

COMMERCIAL NEWS.

WOOLLEN YARN.

Japanese woolen yarn companies are increasing output on the strength of the good sales of manufactured goods. In order to avoid competition with British and German goods, imports of which are coming in at low figures, they manufacture especially for Japanese requirements. As regards mouseline yarn, however, the spinning companies convert it into mouseline themselves, as it is more profitable to sell manufactured goods than yarn.

IRON.

Partly through the decline of stocks and partly through the limited quantity of imported goods, some brands of iron have already run short in Japan. Movements are also satisfactory, as actual buyers fill their immediate needs. Especially as there are anticipations of a somewhat economic improvement though an abnormal one; activity is expected to appear in October. Much cannot be expected for quotations, however, for the belief obtains of American quotations being reduced. There have been tremendous orders from the Yawata Ironworks owing to the lowering of the selling prices and the reform of discount rates, about 15,000 tons to 16,000 tons being sold up to the end of August.

COAL FOR STEAM-RAISING.

The investigations of Mr. D. Brownlie have thrown a much-needed light on the use of coal for steam-raising. He has divided the existing boiler installations of the United Kingdom into three classes—bad, average and highly efficient—10 per cent. falling into the first class, 85 per cent. into the second and 5 per cent. into the third. With water-tube boilers the efficiency of the bad class is 61 per cent., of the average class 69 per cent. and of the highly efficient 82 per cent., while with Lancashire boilers the corresponding figures are 49, 60 and 79 per cent. If 75 million tons is taken as the minimum amount of coal used annually for steam-raising the scope for economy is enormous, for even an overall increase of 10 per cent. would mean a saving of 7½ million tons annually. Mr. Brownlie's facts and figures, says an expert, are well worth the careful study of all who are seriously interested in fuel economy. They show the enormous possibilities in this direction which are actually within our grasp if we will only avail ourselves of the knowledge which already exists. No new and revolutionary discoveries are required for their realization. The problem of the future which awaits solution is how to stimulate the practical interest of the owners of steam-raising plant throughout the country. For steam-raising in Great Britain the cheapest form of fuel is coal or coke if it is used under reasonably scientific conditions, and so long as this is the case the use of fuels of higher availability will be economically practicable only under very special conditions.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.



FAST FREIGHT AND PASSENGER SERVICE
"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu.

S.S. CHINA ... Nov. 3rd
S.S. NANKING ... Dec. 12th

HONGKONG TO SINGAPORE.

S.S. NILE ... Oct. 4th
S.S. CHINA ... Oct. 15th
S.S. NANKING ... Nov. 23rd

* Calling at Singapore, Batavia, Samarang and Sourabaya.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING. Tel. Passenger Dept. & Agents. No. 1534.

ICE HOUSE STREET. Tel. Freight Dept. & Agents. No. 2161.

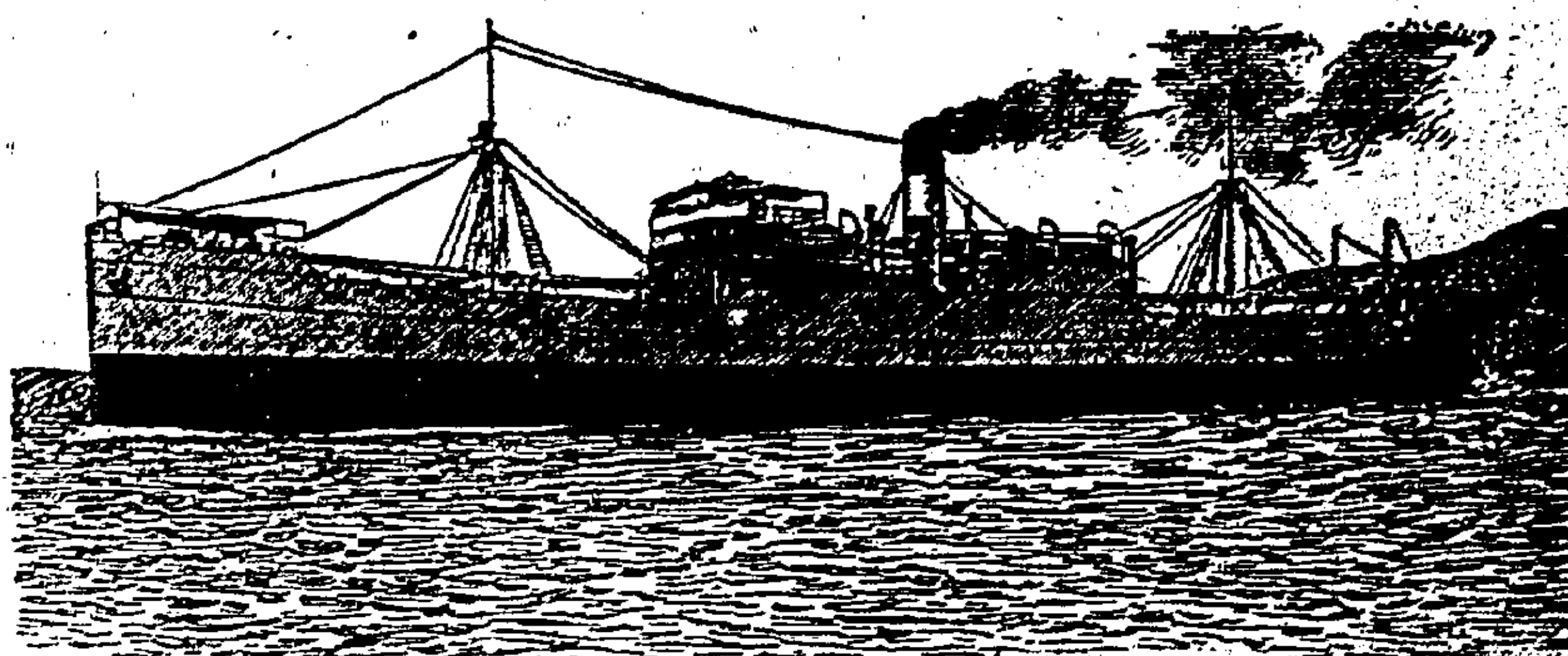
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition; Engineering, First and Second Edition;

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers;
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.

to the order of the British Government.

Please Address Enquiries to the Chief Manager

R.M. DYER, B.S., M.I.M.E., KOWLOON DOCK, HONGKONG

... ..

WHAT WELL DRESSED WOMEN WILL WEAR

Now one of the essentials in of a new frock shows how the launching of a distinctly new fashion is that men and women should have wearied of the last. And we have by no means wearied of our straight-line frocks. There is no longer any doubt but that we have done with the very short skirts, though it may take till autumn to clear the atmosphere of the fashion.

We no longer discuss the relative merits of the short sleeve and the long, the flowing sleeve or the tight-fitting sleeve save for the very individual frocks where the line requires it, the short sleeve is done for in day-time frocks. At present the long sleeve that has taken its place hangs free and loose. The close-fitting long sleeve that is often as trying to the woman with very thin arms as to the woman with too fat arms is in rather bad grace.

But when it comes to bouffant skirts—the way is not so clear. The comment has been passed about by those who have watched the new clothes appear in Paris that, though the bouffant skirts are worn they are more often worn by mannequins than others, and that women who could suit themselves in the selection of their clothes clung to the straight-line frock.

Not for several seasons will so much alteration and revamping be necessary as this. We cannot slide along as easily as we have been doing wearing frocks and wraps serenely until they are worn out. For it is not an easy thing to bring clothes up to date when skirts are growing longer. And apparently length of skirts is to be the outstanding requirement.

With the bodice it may not be so hard. There is a tendency to bring it in more snugly, but this can be accomplished with the old loose-line bodice. Sleeves may be changed fairly easily. For often the new sleeve is made of contrasting lace or net. To give uniformity you may use the same sort of net to make draperies on your skirt. There are bouffant skirts aplenty, but if you like you may make this drapery straight, letting it hang from the sides. A sketch

TO BLEACH.
A good way to bleach white material which has become darkened by soot is to soak it over night in water into which has been put a teaspoon of cream of tartar.

It may not be so easy to revamp your evening frock. Frequently evening bodices are fairly high in front and back, the décolletage being wide at the shoulder to form the boat or bateau line. But the loose, open long sleeve of our frocks has already brought out a loose coat sleeve. The closer armhole of the new frocks gives us a chance to substitute closer coat sleeves for the baggy shoulder treatment required by the kimono sleeve.

Another few months may see some change in evening wraps but, fortunately for the woman who possesses wraps of this sort as left-over from last season, there seems to be very little radical change here. True, it has been observed that the cape when worn as part of the day costume was no longer held to the body, but was allowed to hang free and loose from the neck and shoulders, often being blown off to form a sort of background for the wearer; true this may be for day-time clothes, but the wrappy evening wrap persists. Likewise the wide, loose shawl collar.

As time advances we may see some coats made with a waistline and then gradually the wrap or coat hat makes the hip the widest part of the silhouette may disappear. There is a straight-line belted velvet coat that may give some inkling as to how these coats will be cut, following the lead and the demands of the frocks that seem to be coming to the fore. For always the coat or outside wrap must be subordinated to the frock beneath. Important as outdoor apparel may be, fashions are built from the frock not from the coat in.

KEROSENE.

A little kerosene added to the water in which you wash your drapery straight, letting it hang from the sides. A sketch



On the left, evening coat in black and turquoise covered with heroic design in silver embroidery.
On the right, evening gown of white brocade with cluster of red rose leaves on one shoulder. The Babylonian belt is of rhinestones and pearls.

THIS LAMPshade THROWS A COOL LIGHT.

The amber and orange gleam of the winter lampshade is not so pleasing on a to-rid evening yet lampshades are rather expensive affairs and few housewives can afford a set of summer shades for living room, dining room and hall where the large lamps stand. An attractive and cool looking shade can be made of crocheted silk and a strip of heavy lace, and the crocheted shade may be hung over one of the white porcelain shades that are very inexpensive.

Cut the strip of lace just long enough to fit around the base of the porcelain shade, but not to hang below it. To the scalloped edge of the lace attach long green silk fringe. The fringe will follow the line of scallops and hang in graduated lengths which may be trimmed in even scallops when all the fringe has been attached. Above the lace, crochet in open flat stitch a straight band of green, using the same green silk you used for the fringe. At the top of this strip make a small crocheted scallop. Run in a narrow green ribbon and draw in the crocheted strip to fit the neck of the porcelain shade. The pattern of the lace shows up well and the green silk crochet work and fringe make a soft, cool and pleasant light.

BEAUTIFUL HANDS.

There is character in hands, of course, and they have moved many poets to become lyrical—but they are a terrible anxiety to the average woman. They are the very first thing to show age, for one thing and they need a great deal of care and attention if you have to do your own housework, or if gardening means more to you than walking round and telling other people what to do; while sport—whether it be golf or tennis—means more attention to your hands or else spoil them.

Exercises for the arms and the neck are quite common, but no one ever thinks of exercising their hands systematically. Whether they are fat or thin they should be given—massage exercise, and stimulant.

Hands that are too thin should be well rubbed every day with olive oil; then clasp the two

FASHION NOTIONS.

The tendency is to get away from transparent blouses in favour of those made of opaque materials. Some women compromise by having blouses made of three thicknesses of georgette, thus made opaque but still possessing the softness of the transparent fabric.

There is more general disposition to adopt the longer skirt than to do away entirely with the short sleeve. Thus while almost every smart French woman includes some long sleeves in her wardrobe she is at present appearing very often in a long-skirted, sleeveless frock.

About eight inches from the floor is a safe rule for dress lengths that is in accordance with present French usage. Formal evening gowns are sometimes longer and dancing frocks are often shorter.

Roses in faded colours are seen as the embellishment on many evening gowns.

The colour combination of the moment is bright blue added to black.

It is an interesting trick to wear a narrow ribbon about the waist to match the ribbon on the hat.

Some of the new black hats show ornaments of brilliants in different shapes that are pinned into the hat. There are jet ornaments of all descriptions, some consisting of rings or pendants—fastened to the side of the hat like earrings.

Many hats show no other trimming but elaborate veils. Large shapes in black velvet or hatters, plush are draped with black lace in Spanish style, the lace usually being draped over the shoulder.



Advance autumn street gown in green velvet embroidered with red, green and yellow wool. It is banded with fur at hem and sleeves.



Overcoat for motoring. The soft cloth is warm tan in colour and the several seams are finished with wool embroidery.

Pure white is worn extensively by women, who find it to their taste in crepe and crepe brocade.

Black shoes are worn with light stockings. This is a recent development and gives promise of remaining in favour with well-dressed women for some time.

hands together so that the fingers of one rest between two of the fingers of the other, and press the tips of the fingers as hard as possible between the knuckles.

Hands that are too fat should be rubbed every day with eau de Cologne and rose water in equal parts, and then you should play five-finger exercises on the table very slowly, keeping the wrists well up.



Afternoon gown of black satin with Indian sleeves of black net embroidered in white. The bodice ties over the skirt with a sash at the side.

YEE SANG FAT CO.

JUST ARRIVED
UP-TO-DATE
LADIES'
BLOUSESCHIC PARISIEN
STYLEMade of
Silk Crepe
de Chine,
Plain Silk
and
VoileAssorted Colors
Assorted Sizes

YEE SANG FAT CO.



Coat, is a good, fast and handy pony.

Bibby will play Fighting Tight, Brown Paper and Miserimus Doleful—all fast, clever ponies.

Sargeant will be mounted on Springer, very quick off the mark and fast, and Winterlight also fast and handy. His third pony has not yet been decided upon.

The Shanghai ponies arrived by the "Kwongshing" last Saturday, and landed in good condition. They are a useful looking lot and there are some fine weight carriers among them.

On Wednesday the 12th it has been decided to hold a Polo Gymkhana on the Polo Ground. Events will comprise Musical Chairs on ponies (without saddles), pony golf, Cigarette and Needle threading race, etc. etc., and an event which should prove attractive—a section tent-pegging between the Shanghai Polo team and a Hongkong team, not yet selected. MacMichael is an expert with the lance and Robinson has done a good deal of it, and Hongkong have several who are fair at the game.

The Polo ground at Causeway Bay is in pretty fair order though a trifle hard and bumpy at the moment, but with the help of a little rain which is pretty sure to come some time between now and the 10th the ground should be in good condition.

The Shanghai team, as already stated, come down on the "Empress of Russia" and have booked their return passages by the same steamer, leaving here on the 13th October, so their stay will be a short one and it is to be hoped the weather plays the game. Various arrangements have been made to entertain the visiting team, including a private dance in their honour and a Polo Club dinner after the match.

CORRESPONDENCE.

To the Editor of the "Hongkong Telegraph."

The Macao Affair.

Sir.—Permit me to use a little space of your valuable paper in order to reply to the correspondent of the "Canton Times" who said that the Commander of the "Tarantula" in the recent dispute between the Portuguese and the Canton Government, perhaps advised the Governor of Macao to have more common sense. Perhaps? But why not say that the British Commander perhaps told the Portuguese Governor that it would be an inglorious fight, were he to sacrifice European and civilized people against savages?

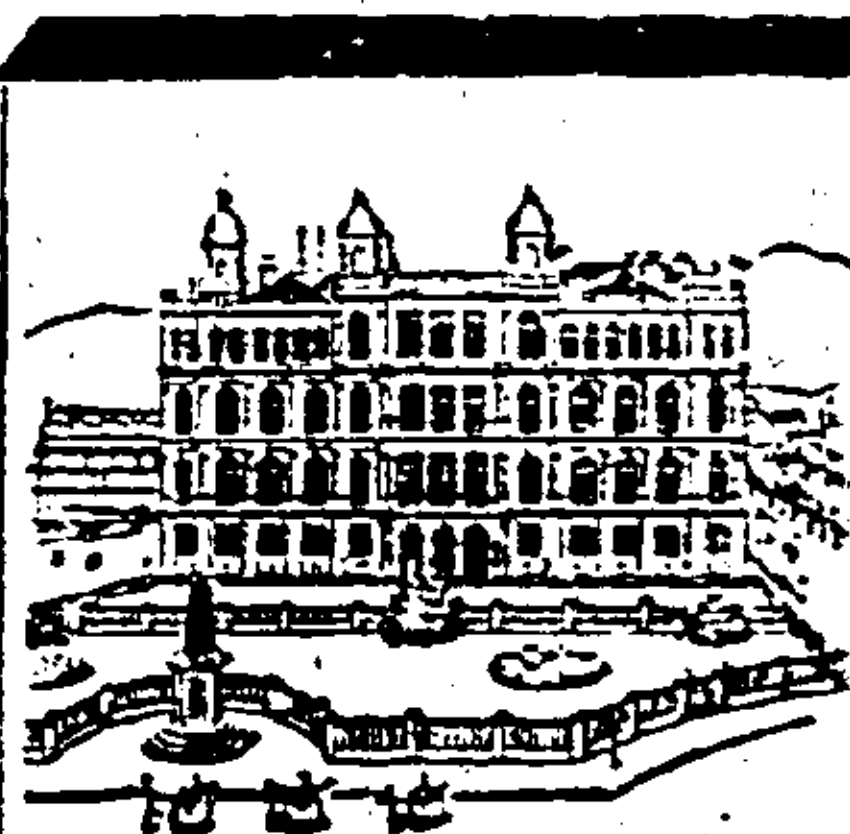
Yours, etc.,
OLD PORTUGAL.
Hongkong, Sept. 28, 1921.

DAIRY FARM NEWS.

CHEESE

Gruyere	\$1.25 per lb.
Gouda (Full Cream)	1.15 "
Australian Cheddar	.85 "
Picnic (own make)	.50 " Jar
Coulommier (own make)	.40 " pat

THE DAIRY FARM, ICE & COLD STORAGE CO. LTD.



"Once a user of our Paints, always a user of our Paints,"

is the rule rather than the exception. Our knowledge and experience of the local conditions enable us to offer the very best Ready Mixed Paints for all general purposes.

Paints

Mixed Ready for Use.

ENGLISH MADE. Packed in 7-lb. tins with handle, and 1-cwt. Drums.

Stocked in Hongkong.

French Grey	Signal Red	Light Blue	Dark Royal Blue	Sea Green	Black
Dark Green	Black	Light Blue	Dark Purple Blue	Light Green	Black

Send for This Card and Prices to—

Wilkinson, Heywood & Clark, Limited.

(Incorporated in the United Kingdom)

ALEXANDRA BUILDINGS, HONGKONG.

WOMEN SHOULD ALWAYS
REMEMBER

that Constipation is the cause of many of the troubles of their sex and that PINKETTES are the remedy. To ensure daily regularity, to keep the complexion free from spots and blemishes, and to prevent or dispel sick

headaches, these dainty little laxatives are perfection. They also cure biliousness and liverishness, prevent ill smelling breath. PINKETTES act as gently as nature. Try them to-night; you'll feel better in the morning. Of chemists, or post free at 60 cents the vial from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

THE GYMKHANA.

Notes and Times.

(BY "WIRELESS.")

Entries for the fourth Official Gymkhana Meeting, under the auspices of the Hongkong Jockey Club, closed last evening, and so far I have not been able to ascertain the number of entrants for the main event, Gymkhana Stakes One Mile. Hongkong Chief, Farran and Spotted Sand are still in Shanghai enjoying a rest and the probable starters for the main event will be Bolshevik, Scampardale, Pawnshop, Humorist and The Ameer. Enthusiasts will regret to learn that Mr. Bell Irving's pony, Jawleyford, died some little while ago in Shanghai.

from sunstroke. Although The Ameer is in the pink of condition, I do not think that he is a dangerous candidate for the main event as this make is a long stayer and his chance is better for the One Mile and a quarter Handicap. For the time being my fancy is Bolshevik and this morning, the pony went well over a mile gallop, Scampardale finished gamely in three quarters of a mile gallop and the last quarter was inside 31 seconds. Lighting should be watched and I understand, the popular jockey, Mr. Knoff, who will be

here for the Interport Polo, will start this pony.

All the Larsen's griffins that arrived here last Sunday have been measured and it may interest owners to know that there is not a pony under 13 hands. There are about 3 ponies under 13.1, while the rest average 13 hands 2 inches. The Larsens will start training to-morrow and the Stewards of the Hongkong Jockey Club are to be congratulated that so far every owner holds a high opinion of his animals.

This morning's times were:—

PONY'S NAME.	Distance	1/4 Mile	1/2 Mile	3/4 Mile	1 Mile	1 1/4 Miles	1 1/2 Miles	1 3/4 Miles	Last quarter
Louza	3/4	40	1.16	1.48	—	—	—	—	32
Scampardale	3/4	37	1.12.2	1.43	—	—	—	—	30.3
Bolshevik	1	40.2	1.15.2	1.49.3	2.22.2	—	—	—	32.4
Romanos	3/4	37	1.13	1.53	—	—	—	—	40
Frome and Mountain	1	42	1.19	1.52.3	2.27	—	—	—	34.2
Mist	1	39	1.18	1.53	2.26.3	—	—	—	33.3
Ardelan	1	37	1.14	1.49.2	2.21.4	—	—	—	32.2
Humorist	1	37	1.13	1.46	2.18.3	—	—	—	32.3
Tidleywinks	1	37	1.11.4	1.44.2	—	—	—	—	32.3
Spyrie	3/4	43.2	1.20.4	1.54.2	—	—	—	—	33.2
Dekho	3/4	38	1.14.2	1.49.3	2.20.4	—	—	—	31.1
The Ameer	1	40	1.18	1.55	2.28	—	—	—	33
Pawnshop and Dandy	1	41	1.18	1.53.3	2.26.2	—	—	—	32.4
Child	1	42	1.20	1.54	2.27.3	—	—	—	33.3
Beggar King	1	39	1.14	1.48	2.19.4	—	—	—	31.4
Carpenter and Quo	1	42	1.20	1.54	2.27.3	—	—	—	33.3
Vadisa	1	39	1.14	1.48	2.19.4	—	—	—	31.4
Lighting	1	38	1.14	1.48	2.23	—	—	—	35
Tuckshop and Siamese	1	42	1.22	1.57.3	2.30.2	—	—	—	32.4
Cat	1	42	1.17.2	1.49	—	—	—	—	31.3
Leighton & King Harry	1	39	1.15.3	1.50	—	—	—	—	34.2
Mystic Dahlia	3/4	—	—	—	—	—	—	—	—
Frampton	3/4	—	—	—	—	—	—	—	—

INTERPORT POLO
MATCH.

The Players and Chances.

The "Kewwick" Cup, presented some years ago by Mr. Henry Kewwick to be played for between teams representing Hongkong & Shanghai, is the trophy which goes to the winner of the coming Interport Polo Match.

The Shanghai team is due here by the "Empress of Russia" on the 6th, and the match is to be played on Monday the 10th October at 4.30 p.m.

The Shanghai team consists of and is placed as follows unless some new formation is decided upon before the match:—Harold Robinson (back), E. H. MacMichael (3), C. C. Boyd (2), J. H. Brennan (1). A. David is reserve man.

Robinson and MacMichael were members of the Shanghai team which defeated Hongkong in last year's match held in Shanghai, and are both good, sound, reliable players with many years' experience of the game. Boyd is a fast and dashing player, and rides well. Brennan also can make a China pony gallop, and has the advantage of being very light.

The Hongkong team consists of:—Major Timmis (back), Captain Neville (3), J. E. H. Bibby (2), C. Sargeant (1). Reserve man, J. Bell-Irving.

Major Timmis played number two in last year's match and is a very experienced player and sound hitter, who knows the game from A to Z.

Captain Neville, who, although quite new to the Colony and to China ponies, is a reliable No. 3, and has a good knowledge of the game.

Bibby plays a fast game and is a good accurate hitter all round his pony. Sargeant also goes, and is a good hitter.

As far as the players are concerned, and the writer has seen all eight play this year, it looks like being a close match.

As regards ponies—it has always been considered inevitable that Shanghai should be better mounted, but although ponies are plentiful there, polo is only played for four months in the year at the outside, and the percentage of old experienced ponies playing each year is very small, whereas in Hongkong polo is played all the year round, whenever the ground is fit to play on and ponies are kept longer at the game and therefore get very handy. The hard going in the winter certainly tends to make a pony stiffen up a bit, it is the writer's opinion that at the present moment the ponies set aside to be played by the Hongkong team will not be far behind those of the Shanghai team in speed, and should be handier, which is a great advantage especially on a small ground like the one we have here.

It might be of interest here to make some remarks on the merits of the individual ponies taking part in the match as far as they are known. Major Timmis will play his old bay pony—Carlisle—a real good handy polo pony, not very fast, but an ideal back's pony. His other two mounts will be Fash, a good fast pony and quick off the mark, and After Dark, a splendid old pony, played by John Johnstone in last year's interport match.

Captain Neville has two good ponies in Ringwood and Benjamin, the former being probably the handiest pony in China. His other pony, Red

NOTICES.

J. T. SHAW

TEL. 692

KNOX HATS
NEW YORK

J. T. SHAW

— SOLE AGENT —
HONGKONG.

ONE CAN ALWAYS BE SURE OF THAT TOUCH WHICH DISTINGUISHES THE MAN WHO IS REALLY WELL DRESSED; THE CLEANLINE, THE LOOK OF BEING FIT. SMARTLY SET UP, IF HE IS WEARING

A KNOX HAT.

TAILOR AND OUTFITTER.
NEXT DOOR HONGKONG HOTEL.Wm. Powell Ltd.
TELEPHONE 3146

SOLE AGENTS FOR

Keltic
FOOTWEAR.

We have received a new stock of this celebrated make of British Boots & Shoes in BLACK & BROWN. These are marked from \$18.50 to \$21.50 per pair.

We specially draw your attention to the Keltic Brown Brogue shoe at \$21.50, the ideal shoe for Golf.

ALSO AGENTS FOR SAXONE.

COCKTAILS.

CALDBECK'S MANHATTAN
CALDBECK'S VERMOUTH
CALDBECK'S GIN
CALDBECK'S MARTINI

Sirdir Lime Juice Cordial

and

Brooke's Lemon Squash "Lemos"
CALDBECK, MACGREGOR & CO., LTD.

15 Queen's Road Central.

(Telephone No. 75).

FRENCH LESSONS.

G. MOUSSON.

15, Morrison Hill Road.

TSANG FOOK PIANO CO.,

MAKERS, EXPERT TUNERS & REPAIRERS.

Telephone 2127, 94a. Wanchai Road.

WHEN YOU THINK OF
BETTER SOUP & PUDDINGS

THINK OF

THE HING WAH PASTE MFG. CO., LTD.

(No. 47-48, Cross Street, Hongkong)

MANUFACTURERS

OF
MACARONI, VERMICELLI, PASTE
STARS, ECC NOODLES &c.

RING UP—2230.

HALL'S DISTEMPER

THE KING OF WATER PAINTS

Its quality, durability, and high gloss make it the ideal wall covering for your home or office.

Handled by all Contractors and Painters. Write for our Booklet "How to Decorate your Home" to—

WILLIAM C. JACK & CO., LTD.

Sole Agents
Hongkong & South China.

Guaranteed free from Anthrax.

British-made
SHAVING BRUSHES.A FINE ASSORTMENT
JUST RECEIVED

A.S. WATSON & CO., LTD.

(ESTABLISHED 1841)

HONGKONG DISPENSARY Phone No. 16

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

The rate per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

Birth.

SURRIDGE.—On Sept. 26th to Mr. and Mrs. C. T. Surridge at San Francisco, California, a daughter. By cable.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 28, 1921.

THE WORLD'S PRESS ON IRELAND.

At the moment matters are at a standstill in Ireland. Supporters of the British Government hold that Downing Street has gone to the utmost possible limit; Sinn Féin adherents still speak of a republic as a *sine qua non*—hence the deadlock. With affairs in this position, it is instructive to see what the world at large is thinking about the problem. Before turning to the Press abroad, it is worth glancing at certain organs at Home. Needless to say, the Ministerial journals support the Government's stand, but what is significant is that the Opposition organs are practically as unanimous in applauding the Cabinet's offer and in advising Sinn Féin to accept it. Thus, the *Manchester Guardian*, which championed Ireland's case over the reprisal question, says: "To-day the choice is with Ireland." The *Daily News*, quoting General Smuts' advice, "refuses to believe that the Irish people will allow the present golden opportunity to be lost," contending that Sinn Féin would be sacrificing the substance for a shadow. Its allied evening publication, the *Star*, which is perhaps a still more indefatigable critic of the Government, feels constrained to acknowledge that the offer is "generous and genuine." The *Westminster Gazette* refers to rejection as "supreme folly." Hitherto all the organs quoted have been unsparing assailants of the Government's Irish policy.

Turning to the Press of the United States, the *New York Times*, after commenting favourably upon the offer, warns Sinn Féin that refusal will alienate American sympathy. The *Evening Post*, a consistent friend of Ireland's cause, asserts that rejection would be "an act of wanton recklessness," while the *Globe* declares that Mr. Lloyd George has made "an honest attempt to bring peace," and that "if the Irish republicans refuse his offer, they cannot say as much for themselves." The *World*, the *Philadelphia Public Ledger*, and the Irish-owned *Chicago Tribune* all stand on General Smuts' declaration that what is good enough for the other States of the Commonwealth should be good enough for Ireland.

In Australia, where, next to America, Ireland has found most support, the Press deplores the rejection, "which came as a bombshell." Even among Irish sympathisers, we are told, "there is widespread regret." The collection of Press opinions before us contains but one French pronouncement, that of the *Journal des Debats*, which likewise laments the rejection. It will be seen that the verdict is practically unanimous in condemning Sinn Féin's attitude. Different shades of opinion there are, but those least favourable to the British government's offer consider it good enough to accept, and the journals cited are not selected because of their views but because they are the leading organs. Negotiations have not been declared at an end. The next move is up to Sinn Féin. Will not Ireland listen to her friends?

NOTES & COMMENTS.

On Speeding.

The case of speeding motor cyclists which was before Mr. R. E. Lindsell at the Police Court yesterday will doubtless bring to the minds of many Kowloon residents the fact that our Kowloon roads are all too often made the scene of reckless "scorching." When two cyclists dashed down Chatham Road just before six o'clock on a summer's evening—at the very time when children are using the playground and shelter—they fully deserve the fines that were inflicted. We wish the fines had been heavier and we think Mr. Lindsell would have been fully justified in carrying out his threat of suspending the licence of the second defendant. It is reckless motorists who do most to bring approbrium on the whole body of fellow motorists and it is high time that all who drive or ride should realise that the best interests of motoring lie directly in their hands. Motorists are not made primarily for speeding; they are made for reasonable pleasure as well as for business. And with the coming of motors the natural rights of pedestrians was not diminished one jot, though one would think, oftentimes, that the rights of pedestrians had dwindled down to the privilege of being scared of the roads and covered with dust. It is neither fair nor considerate for any driver to go at the rate he may fancy; there is a burden on him, both moral and legal, to use the road as though others have a right on it besides himself. Motorists have been arguing for the abolition of all speed limits, but here in Hongkong we shall have to convince a good many "speed-merchants" of the error of their ways before such a step would be justified. The ideal to aim at is to make all speed limits unnecessary by reason of the unflinching caution of all drivers, and it is a pity that that ideal is so often lost sight of. So many motorists seem to think that the police are their natural enemies, whereas they should realise that the police are their best friends, inasmuch as by protecting the safety of the road they protect all users of it.

The Secretary of State for the Colonies has made the following appointment:—Dr. R. H. Mellon, to be Second Health Officer of the Port of Hongkong.

Suffering from injuries to the head, caused by an accidental fall from a truck which he was assisting to load on the Kennedy Town Quay, a Chinese coolie was yesterday taken to the Government Civil Hospital.

The old cruiser *Hermione*, which put in a commission on the China station in 1898-1901, when Captain G. A. Callaghan commanded her, is to be sold out of the service. She was employed on various duties during the war.

The following officers of the Royal Marines have been posted to the battle-cruiser *Renown* for the Prince of Wales's voyage to India and Japan:—Major L. D. Briscoe, Royal Marine Artillery; Lieutenant J. H. G. Wills, Royal Marine Artillery; Lieutenant J. M. Fuller, Plymouth Division; R. M. L. A. Royal Marine gunner will be appointed later.

From a shop in Queen's Road yesterday chief Revenue Officer Watt and colleagues made an important seizure of 27,000 cigarettes and 27 bottles of brandy on which, it is alleged, the duty had not been paid. The shopkeeper was brought before Mr. R. E. Lindsell at the Police Court this morning, when a remand was ordered, bail on the application Mr. A. E. Hall, who appeared for defence, being fixed at \$1,000.

In consequence of the seizure of 1,020 taels of raw and 498½ taels of prepared opium aboard the steamer *Hanoi*, arriving here from Haiphong and Kwangchow, Messrs. P. A. Lapicque and Company, were this morning summoned before Mr. G. N. Orme for allowing the ship to be used for the transportation of opium. A representative of the Company said that the ship was due here on Monday next. The hearing of the summons was adjourned till next Wednesday.

The Macao Affair.

On Saturday last we had a word or two to say regarding the Macao affair, in which we tried to hold the balance of opinion fairly between the Portuguese and Chinese who are parties to the dispute. But a reader wrote to us the day following, suggesting that we had done a grave injustice to the Portuguese by not emphasizing the fact that they had previously offered to have the whole matter put to arbitration. We were well aware of their previous attitude but we felt, and still do feel, that to useful purpose would be served by apportioning either blame or praise to either party in the present circumstances. Our suggestion of independent arbitration was made as much for the edification of the Chinese as it was for anything else, but to suggest arbitration in one sentence and lay blame in the next would scarcely warrant the sympathetic consideration of the matter it obviously deserves. It would be a little futile to go into past history and rake up a failure here or a failure there. The main aim should be to get both parties in the mood for a conference at which could be dissipated the unfortunate misunderstandings of the moment. Portugal and China have been friends for a sufficiently lengthy term of years to make an open rupture a cause for genuine regret, and the news that Portuguese Volunteers of Shanghai are on their way down south and also that several Hongkong Portuguese have offered their services as soldiers to the Macao Government is not of the kind that will best conduce to a speedy settlement. Reuters' cable news of yesterday morning told us that Portugal might be a party to the Pacific Conference and, in view of the Macao affair, we should rejoice to see a Portuguese representative at Washington side by side with the Chinese delegates. If at the Conference it could be agreed to submit the matter to some impartial or international committee of the Pacific would indeed be settled. We suggest, that in the interim, both parties should abstain from useless recriminations and should endeavour to avoid any repetition of the acts which led to the present unfortunate break.

A stowaway was brought to this port by the s.s. *Duquesne* arriving from Shanghai yesterday. The man was a Finn, named Armas Longstrom, who took a surreptitious passage in the engine room, but was discovered after the vessel had been one day out at sea. The officers accordingly had no option but to bring him to Hongkong and hand him over to the custody of the police. When brought up before Magistrate G. N. Orme this morning to give an explanation, the man stated that he was looking out for a job on a steamer, and was given to understand that Hongkong offered more prospects in this respect than the northern port. According to him, he was sadly disillusioned on arrival here for notwithstanding the assistance of the police, he could not find any countryman, or representative of Finnish interests here to help him. Inspector Spear, who prosecuted, in reply to the Magistrate, said that Longstrom would be sent back to Shanghai after fulfilling whatever sentence the Court might inflict. Sentence of three weeks' imprisonment was passed.

DAY BY DAY.

IT IS MORE DIFFICULT TO HIDE THE CELEBRATIONS WE HAVE THAN TO FEIGN THOSE WHICH WE HAVE NOT.—*Rockeflowers*.

The English mail dispatched from London on August 25 arrived at Hongkong to-day on the P. and O. steamer *Sardinia*.

Apart from one non-fatal case of paratyphoid fever (British) the Colony enjoyed a clean bill of health yesterday as regards notifiable diseases.

The Secretary of State for the Colonies has made the following appointment:—Dr. R. H. Mellon, to be Second Health Officer of the Port of Hongkong.

Suffering from injuries to the head, caused by an accidental fall from a truck which he was assisting to load on the Kennedy Town Quay, a Chinese coolie was yesterday taken to the Government Civil Hospital.

The old cruiser *Hermione*, which put in a commission on the China station in 1898-1901, when Captain G. A. Callaghan commanded her, is to be sold out of the service. She was employed on various duties during the war.

The following officers of the Royal Marines have been posted to the battle-cruiser *Renown* for the Prince of Wales's voyage to India and Japan:—Major L. D. Briscoe, Royal Marine Artillery; Lieutenant J. H. G. Wills, Royal Marine Artillery; Lieutenant J. M. Fuller, Plymouth Division; R. M. L. A. Royal Marine gunner will be appointed later.

From a shop in Queen's Road yesterday chief Revenue Officer Watt and colleagues made an important seizure of 27,000 cigarettes and 27 bottles of brandy on which, it is alleged, the duty had not been paid. The shopkeeper was brought before Mr. R. E. Lindsell at the Police Court this morning, when a remand was ordered, bail on the application Mr. A. E. Hall, who appeared for defence, being fixed at \$1,000.

In consequence of the seizure of 1,020 taels of raw and 498½ taels of prepared opium aboard the steamer *Hanoi*, arriving here from Haiphong and Kwangchow, Messrs. P. A. Lapicque and Company, were this morning summoned before Mr. G. N. Orme for allowing the ship to be used for the transportation of opium. A representative of the Company said that the ship was due here on Monday next. The hearing of the summons was adjourned till next Wednesday.

Patrons of the Kowloon Theatre are in for a good time during the next four nights when the management is running a series of especially attractive films. This evening D. W. Griffith's masterpiece "The Idol Dancer" is being screened, followed by Marshall Neilan's "Don't Ever Marry" on Thursday, "Trumpet Island" on Friday and Hepworth's all British comedy "Once aboard the Luggar" on Saturday. None of these pictures call for commendation other than their fame gives them, and it can be safely assumed that there will be big business doing at Kowloon Theatre for the next four nights.

And with the cooler weather things will begin to wake up a bit again. In Singapore, where there is no cool spell, they play football, cricket, golf and other games and dance all the year round. But we, thank goodness, have not to endure perpetual heat from one year's end to another, and having a cold season, reserve our more strenuous games for that time. Summer is a dreadful period in Hongkong. Everybody is hot and sticky and irritable and too tired to do anything. But now the temperature is dropping and we are beginning to forget that "chewed string" feeling, and the cool breezes are beginning to put new life into us, we want to be up and doing. The races will soon be in full swing again and then we shall have cricket, and football, and rowing, and dancing, and the many other amusements which help us to pass away the time. Those summer months which are so looked forward to at Home are not quite so pleasant out here, and when the hot season ends one does not hear very many regrets.

ROUND THE TOWN.

By "Gadabout."

During the past week the Post Office have put up a notice board informing the public of all vessels bound for or passing Hongkong which are in wireless communication with Cape D'Aguller. This is a great innovation, and is much appreciated by the shipping community of the Colony. Another way in which the Post Office could greatly assist us would be by putting up a notice or a flag during the daytime and, say, a lamp at night to inform us when the mails are ready for delivery. The gun informs us when the Home mail arrives in port, but we don't know when the mail is sorted and our letters are ready for us. In most other places, as soon as the letters are ready for delivery, a flag is hoisted or the public informed in some other way. Some such arrangement would, no doubt, be a great boon here also.

There seems to be great interest taken in the Interport Swimming which starts to-day. The Hongkong teams should be in pretty fine fettle, for they have been putting in some good training at the V.R.C. bath and most of the competitors showed up well in the trials. There has been quite a number at the baths on the evenings when the trials have been held and polo especially has a very enthusiastic following. Talking about swimming, I was very interested the other day to watch the antics of a number of European kiddies in the water. The majority of them could not have been more than eight or nine years of age and there they were jumping and diving into eight feet of water, and swimming about like seals. There was one, who I should imagine was a similar character to the popular "Tag" in those humorous cartoons "Freckles and his Friends" and he or she (I couldn't tell which) could hardly have been a day older than five. And there was that kiddie splashing about in the water with the confidence of those champions who I hope are going to win the Interport flag this year for Hongkong.

After the hot weather we have been having, the drop in the thermometer is welcome. Tweeds made their appearance over the week-end and many who didn't go "the whole hog" went half way by donning dark coats. There is quite a nip in the air at nights now, or, at any rate, it appears chilly after what we have had to endure the last few months. But when you think how you perspired at Home during the summer, doesn't it seem funny to feel cold with the mercury at the seventy-five mark? It is remarkable to what one can become accustomed. It is rather soon for tweeds yet, however, and although we may now look forward to cooler evenings, it is somewhat early to expect that the hot days have altogether passed. And, anyway, after living for four months in what seemed the temperature of a Turkish bath (I don't know if they have another name, like German sausages, now) it is not unpleasant occasionally to feel insufficiently clad.

And with the cooler weather things will begin to wake up a bit again. In Singapore, where there is no cool spell, they play football, cricket, golf and other games and dance all the year round. But we, thank goodness, have not to endure perpetual heat from one year's end to another, and having a cold season, reserve our more strenuous games for that time. Summer is a dreadful period in Hongkong. Everybody is hot and sticky and irritable and too tired to do anything. But now the temperature is dropping and we are beginning to forget that "chewed string" feeling, and the cool breezes are beginning to put new life into us, we want to be up and doing. The races will soon be in full swing again and then we shall have cricket, and football, and rowing, and dancing, and the many other amusements which help us to pass away the time. Those summer months which are so looked forward to at Home are not quite so pleasant out here, and when the hot season ends one does not hear very many regrets.

MOTHER OF MOTHERS' UNION.

Nearly 4,000 people attended Winchester Cathedral on the occasion of the funeral of Mrs. Mary Sumner, who founded the Mothers' Union. The Queen sent a message, and Mrs. Wilberforce represented Princess Beatrice.

THE HARBOUR SWIM.

Two Races to be Held.

We learn that it has been provisionally arranged that the Harbour Swim will this year be held on two days—one day for ladies and the next for gentlemen. The ladies' race has been fixed for Monday, October 24th, and the men's race for Tuesday, October 25th.

The comparative lateness of the event has been rendered necessary in order to catch the tide at the abut.

A PASSAGE TO HAVANA.

Ship Which did not Sail.

A ship which should have gone to Havana was not permitted to sail, and as a result Wah Cheng-loon sued the Chan Hing Company and Li Hok-ming in the Summary Court before Mr. Justice Wood, this morning, to recover \$350, being money paid by plaintiff for a passage to Havana for Mui Po-wang, which defendants undertook but failed to obtain. Plaintiff was represented by Mr. Leo Longinotto and Mr. C. H. Lyson conducted the defence.

Mr. Lyson said the firm had gone into liquidation and the late manager was his client. He contended that only \$235 was received and \$55 was actually received by plaintiff from the passenger as his share of commission.

Mr. Longinotto said his case was that the passenger never left as the ship was not permitted to sail from Macao.

Mr. Lyson replied that the ship sailed from Macao to Canton, with the passengers on board.

Mr. Longinotto said he was instructed that the passenger in question went to Canton in another ship.

His Lordship asked if the youth, Mui Po-wang, was going to be called.

Mr. Longinotto replied that he was not in Court, and after some further discussion he asked His Lordship for an adjournment so that he could call him.

His Lordship entered judgment for defendant and stayed execution for one month, adding that Mr. Longinotto could apply for review when he was ready.

Between Ourselves

By Robt. MacWhirter.

I see from yesterday morning's paper that the police in Chicago are having a rough time of it. Lots of them have got the sack for booze running and the Chief of Police declares that there has been more drunkenness and more deaths caused through an overplus of liquor in the systems of its inhabitants than ever prevailed before the days of prohibition. Man, that's bad hearing especially when the message goes on to say that there are more illicit stills working in New York than ever existed in the old days and the only way a proper dry atmosphere can be maintained in that great city will be by maintaining the force of a million flatfeet at the cost of £150 and a long string of noughts added to it. Ay, that's bad hearing, right secret of Tom's success as a enough, though mind ye, it's down-trodden husband. Now, one of the ways of clinching when every now and again, Tom this Irish business, when ye come from somewhere or a headsche grants to the land of the free and the home of the brave! Fine pickings. Government by the signs of the times in America to-day or they wouldn't be published. There must be booze floating about or the pictures, instead of being a joke, would be come an irritation and all the more likely to be discouraged by discriminating newspapers. The cable I mentioned just seems to bear me out.

So you see then, Mr. John Barleycorn, the most prominent dead man outside the Hall of Fame, has finally come out of his ghostly hiding place. It's no so very long ago since the *Telegraph* had pictures of his funeral services but apparently the Constitution of the United States made no provision for the disposal of his remains. I believe that he honestly tried to live up to his reputation as a dead one but what steeple home-brewers and no over particular policemen disinterring his body, he simply can't get a chance to lie in peace. Anti-dry processions there was more humidity in the have tried their hardest to have social atmosphere of America him exhumed. He was with than most folks liked to admit, them, but only in spirit, of Mind ye, I've got no cause to course. He is dead yet alive; complain in that connection for alive yet dead.

I've had a suspicion for some time back, despite ice-cream and lemonade at Consular gatherings and the like, that there was more humidity in the have tried their hardest to have social atmosphere of America him exhumed. He was with than most folks liked to admit, them, but only in spirit, of Mind ye, I've got no cause to course. He is dead yet alive; complain in that connection for alive yet dead.

It's a matter of indifference to me. O! Death where is thy sting?

CONFUCIUS' BIRTHDAY.

The Local Celebration.

A liberal display of the five barred flag of the Chinese Republic in town to-day indicates that the anniversary of the birth of Confucius is being celebrated. The majority of the Chinese shops and places of business are closed, while a goodly amount of joss sticks and incense has been burnt in honour of the great sage.

The anniversary has particular significance for the Confucian Society of Hongkong whose activities on this date, as in past years, are mainly concerned in charitable undertakings and the instruction of lesser informed people into the life and teachings of their great philosopher. Apart from the raising of a public subscription in aid of the thirty odd vernacular schools maintained by the Confucian Society, a meeting was also held to-day under the Society's auspices at the Tai Ping Theatre, where a number of speakers addressed a large attendance of interested people. Prominent on the stage was a likeness of Confucius, and it was a notable indication of the regard in which the sage is held by his countrymen that as each lecturer began to speak, he performed reverential obeisances before the image.

NAVAL OFFICERS FROM HOME.

Will Join Submarines On China Station.

Seven junior naval officers reached Hongkong this morning on the Peninsular and Oriental steamer *Sardinia*, which arrived from London. They have been detached from ships at Home and have come East to join submarines stationed with China Squadron.

The officers are:—Lieuts. D. Forbes, B. W. Galpin, G. Hawkins, J. B. Mitford, T. H. Parkinson, B. Ruck-Keene and Pay-Lieut. K. V. White.

Three of the officers disembarked here to join ships attached to the mother-ship *Titanic*. They are:—Lieuts. D. Forbes, B. W. Galpin and K. V. White. The other gentle men are proceeding to Shanghai and will take up their posts on submarines under the wing of the mother-ship *Ambrose*.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"PYRRHUS"	11th Oct.	London, Amsterdam & Antwerp
"TITAN"	25th Oct.	London, Amsterdam & Antwerp
"RHESUS"	8th Nov.	London, Amsterdam & Antwerp
"MENTOR"	15th Nov.	London, Amsterdam & Antwerp
"MACHAON"	22nd Nov.	London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"THESEUS"	1st Oct.	Havre & Liverpool
"EUMAEUS"	10th Oct.	Genoa, Marseilles & Liverpool
"TELEMACHUS"	18th Oct.	Rotterdam & Liverpool
"ANTIOCHUS"	1st Nov.	Genoa, Marseilles & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAROS"	5th Oct.	Victoria, Seattle & Vancouver
"PROTESILAUS"	2nd Nov.	Victoria, Seattle & Vancouver
"IXION"	23rd Nov.	Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

"EURYMACHUS"	13th October.	via Suez
--------------	---------------	----------

PASSENGER SERVICE

"PYRRHUS"	11th Oct.	for Singapore & London
"MENTOR"	30th Oct.	for Shanghai
"MENTOR"	15th Nov.	for Singapore & London

For Freight and Passage Rates and all Information Apply to—

BUTTERFIELD & SWIRE
AGENTS.THE NORWEGIAN AFRICA &
AUSTRALIAN LINE

S. S. "RENA"

will be loading on berth about the end of October
taking cargo on through Bills of Lading for
Scandinavian Ports at Conference Rates.

For space and particulars please apply to

THORESEN & CO.,
Agents.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From HAMBURG via
ANTWERP & SINGAPORE.
The Company's Steamship
"BURMA MARU"having arrived from the above
ports. Consignees of Cargo are
hereby notified that their goods
are being landed and placed at
their risk in the Hongkong and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where delivery can be obtained as
soon as the goods are landed.Goods not cleared by the 3rd
Oct., 1921 will be subject to rent.Damaged packages must be left
in the Godowns for examination
by the Consignees' representative
and the Company's Surveyors.Messrs. Goddard and Douglas, at
10 a.m. on Wednesday and Satur-
day. All claims must be present-
ed within Ten days of the steam-
er's arrival here, after which
date they cannot be recognized.No claim will be admitted after
the goods have left the Godowns.No fire insurance whatever will
be effected.Consignees are requested to
send in their Bills of Lading for
countersignatures immediately.OSAKA SHOSEN KAISHA,
Y. YASUDA,
Manager.

Hongkong, 27th September, 1921.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

From TACOMA via JAPAN
PORTS & SHANGHAI.
The Company's Steamship
"ARABIA MARU"having arrived from the above
ports. Consignees of Cargo are
hereby notified that their goods
are being landed and placed at
their risk in the Hongkong and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where delivery can be obtained as
soon as the goods are landed.Goods not cleared by the 4th
Oct., 1921 will be subject to rent.Damaged packages must be
left in the Godowns for examina-
tion by the Consignees' repre-
sentative and the Company's
Surveyors, Messrs. Goddard and
Douglas, at 10 a.m. on Wednesday
and Saturday. All claims must
be presented within Ten days of
the steamer's arrival here, after
which date they cannot be re-
cognized. No claim will be ad-
mitted after the goods have left
the Godowns.No fire insurance whatever
will be effected.Consignees are requested to
send in their Bills of Lading for
countersignatures immediately.OSAKA SHOSEN KAISHA,
Y. YASUDA,
Manager.

Hongkong, 28th September, 1921.

CONSIGNEES.

VERENIGDE NEDERLANDSCHE
SCHIEPVAART-MAATSCHAPPIJ
(United Netherlands Navigation
Company).HOLLAND-OOST AZIE LIJN.
(HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

From ROTTERDAM, HAM-
BURG, GENOA, PORT
SAID & MANILA.The Steamship
"BOEROE"having arrived from the above
ports, consignees of cargo by her
are notified that all goods are
being landed at their risk into the
hazardous and/or extra-hazardous
godowns of the Hongkong &
Kowloon Wharf and Godown Co.,
Ltd., whence and/or from the
wharves delivery may be obtain-
ed.Goods not cleared by the 5th
Oct., 1921 will be subject to rent.All broken, chafed and damaged
packages are to be left in the
godowns, where they will be
examined on the 4th Oct.,
1921 at 10 a.m. by Messrs.
Goddard & Douglas.Claims against the steamer
must be presented in writing
within ten days after arrival of
steamer, otherwise they will not
be recognized.No Fire Insurance will be
effected by the undersigned in
any case whatever.Bills of Lading will be counter-
signed byJAVA-CHINA-JAPAN LIJN.
General Agents.
Hongkong, 23th Sept., 1921.

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM,
GENOA, PORT SAID, CO-
LOMBO & STRAITS.The Steamship
"CARNARVONSHIRE"having arrived from the above
ports, Consignees of cargo by her
are hereby notified that all goods
are being landed at their risk into
the hazardous and/or extra-haz-
ardous Godowns of the Hongkong
and Kowloon Wharf and Godown
Company, Limited, whence, and/or
from the wharves, delivery
may be obtained.Goods not cleared by the 3rd
Oct., 5 p.m. will be subject to
rent.All broken, chafed and damag-
ed packages are to be left in the
Godowns where they will be ex-
amined in the presence of con-
signees by Messrs. Goddard &
Douglas, on 3rd Oct., 1921 at 10
a.m. Claims against the steamer
including those for cargo short
delivered must be presented on the
special form provided and must
also be submitted within 30
days of arrival otherwise they
will not be recognized.No Fire Insurance will be effec-
ted by us in any case whatever.Bills of Lading will be counter-
signed byJARDINE, MATHESON
& CO. LTD.
Agents.

Hongkong, 25th Sept., 1921.

GOVERNMENT'S £100,000
GUARANTEE.Sir Philip Lloyd-Greaves, an-
swering Mr. Gilbert, in the House
of Commons, said that no grant
had been made by the Govern-
ment to the British Empire Ex-
hibition of 1923, but they had un-
dertaken to share in the guaran-
tee fund to the extent of £100,000,
subject to certain conditions.

CONSIGNEES.

THE EAST ASIATIC Co., Ltd.

Copenhagen.

The Motorship
"MALAYA"having arrived. Consignees of
cargo are hereby informed that
all goods are being landed and
stored at their risk into the
hazardous and/or extra-hazardous
Godowns of Holt's Wharf, whence
delivery may be obtained.No claims will be admitted
after the goods have left the
Godowns, and all goods remain-
ing undelivered after the 3rd Oct.
will be subject to rent.All broken, chafed and damaged
goods are to be left in the Go-
dows, where they will be ex-
amined on the 3rd Oct. at 10
a.m.All claims must reach us before
the 6th Oct., or they will not be
recognized.No Fire Insurance will be
effected.Bills of Lading will be counter-
signed byMANNERS & BACKHOUSE,
LTD.
Agents.
Hongkong, 27th Sept., 1921.ADMINISTRATION OF
MONGOLIA.

Old Government Abdicates.

The following is a translation
of the Act of Abdication of the
Old Government of Mongolia in
favour of the Provisional People's
Revolutionary Government of
Mongolia."To the Provisional People's
Revolutionary Government of
Mongolia from the Ministry of
the Interior of the Old Govern-
ment of Mongolia:"In the third year we, Mongol-
ians, under the pressure of cir-
cumstances lost out rights of
Autonomous Government to the
Chinese, the autocratic reaction-
aries. Last year the officer of
the Russian White Party, Baron
Ungern, with his forces invaded
Mongolian territory and mobil-
ized Mongolian soldiers. Thus
reinforcing himself, Baron Ungern
fought and drove out from Urga
the Chinese "Hamins"—officer;
and soldiers. According to the
declaration of Baron Ungern
regarding the necessity of estab-
lishing an Autonomous Govern-
ment by all
princes and influential people, the
latter, after discussions on the
question, put the Bogdikhon on
the throne and reelected the
yamen of interior affairs and
four other yamens."Owing to the departure of
Baron Ungern and his forces for
the north and the weakness
of our forces, as well as
in view of possible attacks
by Chinese reactionaries, an
appeal for assistance was made
to foreign Powers in the name
of the Bogdikhon and many wangs
and khans as early as last year.
Having obtained such assistance
we established at Kiakhta a
People's Government which
mobilized model forces and drove
out the "hamins". It also laid
the foundation of the state of
Mongolia, fortifying the nation
and improving the conditions
of the people. It occupied the
Capital, Urga, on the 1st day
of the 2nd moon."After the occupation of Urga
the People's Government, togeth-
er with the official of the five
former ministries, opened minute
discussions which resulted in re-
solving to establish immediately
a new People's Government
according to the requirements of
the time and the progress of the
people, leaving the Bogdikhon on
the throne and handing over
all seals and documents ofEARLIER
SPECIAL TELEGRAMS.NORMAN RECAPTURED
AT SHANGHAI.Shanghai, Sept. 27.
Norman, the escaped prisoner
from the American jail, was recap-
tured by several squads of mun-
icipal police at noon. He made no
fight.Later.
Eight foreign detectives and a
score of Chinese police captured
Norman after establishing an
armed cordon around a house in
Chinese territory where he had
taken refuge. They found him
crouched inside a dresser in an
amazingly small space as he had
had the tip that the police were
coming. Norman was unarmed
and made no fight.The trial of the girl Pohlman
has not yet been concluded. She
was remanded until Friday when
Norman will testify.

COUNTERFEIT COINS.

Shanghai, Sept. 27.

Late this afternoon the police
uncovered an elaborate Cantonese
counterfeiting plant. They arrest-
ed twenty people and seized
bushels of completed plus uncom-
pleted twenty-cent pieces.

PACIFIC CONFERENCE.

Shanghai, Sept. 27.

Eleven Chinese organisations
are meeting to-morrow to pass
resolutions regarding the Pacific
Conference.

ROCKEFELLER PARTY.

Shanghai, Sept. 27.

The Rockefeller party is arriving
by special train to-night.

BULLION GAMBLING.

Singapore, Sept. 27.

Reports from London state that
there has been bullion gambling in
anticipation of a higher rupee ex-
change. The Eastern Banks con-
sider the expectation unsound.

RUBBER WEAKENING.

Singapore, Sept. 27.

Rubber has weakened. It is
now quoted at from 30 to 31.

MOTOR DRIVER CHARGED.

Singapore, Sept. 27.

The motor bus driver has sur-
rendered and has been charged
with causing the deaths of pas-
sengers.

POSTAL CHARGES.

Singapore, Sept. 27.

Malayan postal charges have
been increased.

HOSPITAL GRANTS.

To avoid misunderstanding, the
Voluntary Hospitals Commission
make it known that grants will
only be made in London on the
recommendation of King Edward's
Fund, or in the provinces by the
local Voluntary Hospitals Com-
mittees.all the ministries to the new
People's Government. The Re-
volutionary Government reported to the
Bogdikhon who endorsed it and the
5th day of the 5th moon was
set for holding a joint conference
at which the seals and documents
of all the ministries of the old Peo-
ple's Government are to be hand-
ed over to the chairman and
officials of the Provisional People's
Government. The Provisional
People's Government of Mongolia
is hereby informed of the above-
stated facts for its consideration
and acceptance of power. At the
same time all localities are also
informed to the same effect. 5th
day of the 6th moon in the 11
year.HONGKONG FOOTBALL
CLUB.

The Annual Meeting.

Mr. W. Nicholson (Vice Pres-
ident) presided over the annual
meeting of members of the Hong-
kong Football Club held in the
Office of Messrs. Jardine Math-
eson and Co., Ltd., last evening.
There was a large number of mem-
bers present, including Mr. R. J.
Wilton (Chairman of Committee),
Mr. D. J. Purves (Hon. Sec.), and
Mr. J. B. Hamilton (Hon. Treas.).

Charity Matches.

Proposing the adoption of the
minutes of the last meeting, Mr.
J. Ralston drew attention to the
fact that for the first time for
several years no mention was
made in the report of 'charity
matches or to any funds having
been devoted to charity. Last
year, although not directly re-
sponsible for arranging matches in
aid of charity, they indirectly
assisted to a very large extent by
allowing their ground, pavilion and
stand to be used. Mr. Ralston
instanced several occasions when
this was done, including a match
in aid of St. Dunstan's when \$200
was raised, a match for a local
charity for which \$300 was obtain-
ed and two arranged by the South
China Athletic Association when
\$1,752 and \$1,129 were collected
for the North China Famine
Relief Fund. Their ground and
buildings were also used for a
match in aid of the Hongkong
Football League funds.Mr. Hall having seconded, the
minutes were unanimously passed
without further discussion.

Bright Prospects.

The Chairman, in proposing the
adoption of the report and ac-
counts, expressed his pleasure in
being amongst the members of the
Football Club again. He was sure
they all regretted that the Hon.
Mr. Holyoak was unable to pre-
side over that meeting. Although
absent he knew—indeed he had it
from him—that Mr. Holyoak's un-
avoidable absence, for which he
expressed regret, did not mean
any lack of interest in football
matters. Mr. Holyoak was
looking forward to witnessing
many good matches this season,
as he (the Chairman) was himself.
Proceeding, Mr. Nicholson said
that with conditions becoming
rapidly normal, and with a large
number of young men again in the
Colony, there was no reason why
the Hongkong Football Club
should not have a very choice
team and give a very good account
of itself this season. As a matter
of fact he had the names of a
Talook Eleven in his pocket, from
the Hongkong Office staff only,
and they were quite prepared to
give a good account of themselves,
if necessary. He had also the
names of no less than 17 new
members for the Football Club
and he hoped to get more. In this
connection it was very satisfac-
tory to note that their present
membership was already three
times over what it was a year or
two ago. Turning to the annual
report and statement of accounts,
which had already been in mem-
bers' hands for some days, the
Chairman said he thought mem-
bers would agree with him that
the balance sheet might be con-
sidered a very satisfactory one.
There did not appear any special
items which required elucidation
in the accounts, but if there were
he had no doubt these could
be satisfactorily explained. It
was with great regret, the Chair-
man said, that they had to record
the deaths during the year of
Messrs. R. Henderson, J. H. Gar-
diner, R. A. Holloway, W. R. Noble,
F. H. Thomas and J. C. Wilder.and he took that opportunity
behalf of the Club of expressing
their very deepest regrets. With
regard to the stand question, he
thought something more suitable
than the present unsightly match-
structure might be aimed at. Per-
sonally he should like to see a sub-
stantial permanent stand erected,
although he understood that the
authorities objected to anything
except of a temporary nature.
However, they would see what
could be done about it. There
was also the question of a new
pavilion, which was very neces-
sary. The departure from the
usual annual dinner, in favour
of a dinner and dance combined, was
a very pleasing change and he
hoped the same event would be
carried out at the end of this
season as well.Mr. Wilton seconded the Chair-
man's resolution, which was un-
animously agreed to.

Officers Elected.

The election of officers resulted
as under:—President, Mr. W.
Nicholson; Vice President, Mr. A.
O. Lang; Chairman of Committee,
Mr. R. J. Wilton; Captain Rugby
XV, Mr. A. M. D. Wallace; Vice
Captain, Mr. G. G. N. Tinson;
Captain Association XI, Mr. J.
Rodger; Vice Captain, Mr. J. W. R.
McPhail; Hon. Treas., Mr. T. S. B.
Nicol; Hon. Secretary, Mr. H. C.
Macnamara; Committee, Messrs.
H. C. Hegarty, H. S. Rouse, G. G.
N. Tinson (Rugby section), H.
McTavish, M. L. Ralston, J. M.
R. McPhail (Association section).It was decided that the new
Committee should revise the rules
which will later be submitted to a
general meeting for approval.A vote of thanks to the Chair-
man and to the retiring Hon.
Secretary and Hon. Treasurer con-
cluded the meeting.Chinese Waiters on
Strike.Dispute Over Tipping
System.Several hundred waiters employ-
ed by the different Chinese hotels
and restaurants in Hongkong have
been on strike for the past few days
as a result of a demand made by
the clerical and kitchen staffs of
hotel for a share of the tips which
they receive from guests.The trouble originated among
the employees of the Hongkong
Hotel, West Point, early this year
when the waiters were requested to
apportion the tips they received to
other employees who considered
they were entitled to share on the
ground that they were in the
service of the same hotel. The re-
quest was, of course, not comply
with, and eventually all the wait-
ers were replaced. Recent
the question of the division
of dovecuts was revived at a
meeting held on the premises of
clerical and kitchen staffs of hotel
and restaurants when it was de-
cided by the members to carry it
demanded into effect. The wait-
ers firmly adhered to their former
decision and went on strike.It is stated that the hotel's
restaurants' keepers were not
least perturbed by the strike as
they have had no difficulty in secur-
ing new waiters owing to the fact
not much training is required
become a waiter.Waiters in Chinese hotels
paid from a few dollars to \$1
\$16 a month, but their income
are far more than their
indicates. It is said that a
man can easily earn \$30 or \$40
month in tips from guests.LAST OF THE HANDLOOM
WEAVERS.Mr. Richard Ratcliffe,
Blackburn, who has died at
age of 88, was the last of the
generation of handloom weavers
in the town.

FRECKLES AND HIS FRIENDS

Then the Fuss Began!

BY BLOSSER



NEW ADVERTISEMENTS.

WANTED.

WANTED.—An energetic American for the Office of a Hotel.—Apply Box No. 610 c/o "Hongkong Telegraph"

TO BE LET.

To Motor Car Owners.—Closed Boxes for Cars to let \$15 per month. Special attention given to Cars stored.—Apply East Point Garage, Telephone 3422.

KOWLOON CRICKET CLUB.

The Annual General Meeting will be held on Friday, the 30th September, at 5.30 p.m.

H. E. STEVENS.
Hon. Secretary.

HONGKONG POLO CLUB.

The Interport Polo Match against Shanghai will take place on the Club's ground at Causeway Bay on Monday, October 10th, at 4.30 p.m.

The Public are cordially invited to attend.

THE HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

A General Meeting of Members will be held on Thursday 29th inst., at THE HELENA MAY INSTITUTE at 5.30 p.m.

Business: To pass the Rules and report progress.

HONGKONG & SHANGHAI BANKING CORPORATION.

New Issue of Capital.

Shareholders are hereby reminded that the final call of £35 sterling per share is payable on the 1st October, 1921.

A. G. STEPHEN.

Chief Manager.
Hongkong, 27th Sept., 1921.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The building now known as Hotel Mansions will on and after the 1st October, 1921, be known as

UNION BUILDING.

By Order of the Board.
C. MONTAGUS EDE.
General Manager.
Hongkong, 28th Sept., 1921.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

NOTICE is hereby given that the Share Register and Transfer Books of the Company will be closed from the 1st to the 8th October, 1921, both days inclusive.

Warrants for the Interim Dividend can be obtained at the Office of the Company, 2, Queen's Buildings, Hongkong, on and after the 11th October next.

By Order of the Board.
R. M. DYER,
Chief Manager.
Hongkong, 17th September, 1921.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPOPON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPOPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.
Agents.
The COWIE HARBOUR COAL CO. LTD.

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 3rd day of October, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of ten Lots of Crown Land at Repulse Bay in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot	Boundary Measurements	Area in Sq. Yds.	Area in Acres	Area in Sq. Ft.	Area in Sq. Yds.
1	...	...	...	...	...
2	...	...	...	...	...
3	...	...	...	...	...
4	...	...	...	...	...
5	...	...	...	...	...
6	...	...	...	...	...
7	...	...	...	...	...
8	...	...	...	...	...
9	...	...	...	...	...
10	...	...	...	...	...
11	...	...	...	...	...

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 29th Sept., 1921 commencing at 2.45 p.m. at No. 41 B Nathan Road, Kowloon

A Quantity of Valuable Household Furniture

comprising:—
Chesterfield Couch and Arm-chairs, Carpet, Teak sideboard with bevelled mirror, dinner table, chairs, teak bedstead, chest-of-drawers, double wardrobe with bevelled glass, toilet table, marble top washstand, etc.

A few pieces of Blackwood-ware

On view from Wednesday the 28th September.

Catalogues will be issued.

Terms:—Cash on delivery.

LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 30th Sept., 1921 commencing at 12 o'clock (noon)

at the China Provident Loan & Mortgage Co's godown, Kennedy Town

113 roll Triangular Wire Mesh

Also

A Quantity of Short Lengths of Joists, Chain etc.

Terms: Cash on delivery

LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 30th September, 1921 commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street

A Large Quantity of Valuable Household Furniture

comprising:—

Teak batstand, teak chairs, dinner waggon, sideboard with bevelled mirror, ice chest, round and square tables etc., etc.

Double iron bedsteads, Teak bedsteads, double and single wardrobes, dressing tables with bevelled mirrors, chest-of-drawers, washstands, toilet crockery, etc., etc.

Also

A few pieces of Canton Blackwood-ware

And

1 Cottage Piano by "Collard & Collard"

2 Bicycles

1 Motor Bicycle

On view from Thursday the 29th inst.

Catalogues will be issued.

Terms: Cash on delivery

LAMMERT BROS.
Auctioneers.

WATCH FOR

S. O. S.

WHAT IS IT?

S. O. S.

S. O. S.

THE SENSATION

of

THE YEAR!

CITY HALL

CHAMBER OF COMMERCE ROOM.

Thursday, Sept. 29 at 5.30 p.m.

FAREWELL CONCERT

BY

ANNA EL TOUR

(Famous Concert Singer)

LEO PODOLSKY

(Distinguished Pianist)

AND

VERA MIROVA

(The Acrobatic Dancer)

KINDLY ASSISTED BY

HARRY ORE

(Well-known Pianist)

J. VAN TAECK

(Violin)

F. GONZALEZ

(Cello)

Booking now at MOUTRIE'S

(53, 52 & 51.)

Inter-Port Aquatic Festival

at the

VICTORIA RECREATION CLUB

on

Wednesday, Thursday, Friday,

& Saturday, the 28th, 29th, 30th

Sept. & 1st Oct. 1921.

Band in attendance on Saturday.

Tea served during Interval.

Admission:—Non Members

Season Ticket \$5.00

Members, Ladies, Sailors

and Soldiers Season Ticket \$2.50

Each Day:—Non Members

\$2.00

Members, Ladies, Sailors

and Soldiers \$1.00

Tickets can be had at the Club

from to-day.

R. C. WITCHELL.

Hon. Secretary.

DOUGLAS STEAMSHIP CO., LTD.

The Ordinary General Meeting

of the above Company will be

held at the Company's Office, 20,

Des Voeux Road on Friday Sept.

the 30th instant at Noon.

The Transfer Books of the

Company will be closed from the

15th to the 30th of September

both days inclusive.

DOUGLAS LAPRAIK & CO.

General Managers.

Hongkong, 9th Sept., 1921.

HONGKONG JOCKEY CLUB.

Owing to the inability of the

Shanghai Horse Bazaar to supply

Time Subscription Grifflins, it is

proposed to procure a further

batch of Larsen Grifflins on the

same terms as before. Lists are

posted at the Hongkong Club,

Racecourse and Jockey Club

Stables and members desiring to

subscribe are requested to put

their names down by Friday,

September 30th.

It has been decided to term the

batch already arrived "Subscription

Grifflins A" and the new

batch now being subscribed for

"Subscription Grifflins B."

There will be a certain number

of races for the two classes

separately according to the number

of ponies in each class, as well as races for the two classes combined.

H. BIRKETT,
Clerk of the Course.
Hongkong, Sept. 26th, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE & STRAITS.

The Company's Steamship

"ATSUTA MARU"

having arrived from the above

ports, Consignees of Cargo are

hereby informed that their Goods

are being landed and placed at

their risk in the Hongkong and

Kowloon Wharf and Godown

Company's Godowns at Kowloon,

where each consignment will be

sorted out mark by mark and

delivery can be obtained as soon

as the Goods are landed.

Optional Goods will be carried

on unless instructions are given

to the contrary before Noon To-

day.

Goods not cleared by the 5th

Oct., 1921, will be subject to

rent.

Damaged packages must be

left in the Godowns for examina-

tion by the Consignees and the

Co's representatives at an ap-

pointed hour on Tuesday and Fri-

day. All claims must be presented

within ten days of the steamer's

arrival here, after which date

they cannot be recognized. No

claims will be admitted after the

goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 28th Sept., 1921.

REMOVAL NOTICE.

This is to advise the removal

of our offices from Room No. 1

Hotel Mansions Building to

CHINA BANK BUILDING—

No. 4 Queen's Road Central.

Dated September 24th 1921.

LIGGETT & MYERS

TOBACCO CO., CHINA

Hongkong Branch.

(Signed) H. G. THEYKEN,

Manager.

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

The Twenty-Fifth Ordinary

Annual Meeting of Shareholders

in the above Company will be

held at the Company's Town

Office, 2 Lower Albert Road,

Hongkong, on Saturday 8th day

of October 1921 at noon, for the

purpose of presenting the Report

of the Directors and Statement

of Accounts to 31st July 1921.

The Transfer Books of the

Company will be closed from 1st

to 8th October 1921, both days

inclusive.

By Order.

M. MANUK.

Secretary.

Hongkong, 23rd Sept., 1921.

HONGKONG THEATRE.

"The Blazing Trail".

Frank Mayo's vigorous screen

personality will make an unusual

appeal at the Hongkong Theatre

to-day when the popular star

makes his first local appearance

in "The Blazing Trail", his most

recent Universal photodrama.

"The Blazing Trail" was written

by Mann Page and Izola For-

rester and adapted to the screen

by Lucien Hubbard. Robert

Thorby directed its filming at

Universal City.

The story opens with the hero

in the role of Dr. Bradley Yates,

a young physician whose mind

has snapped under the strain of

his laboratory work, by which he

has discovered a specific for

blood-poisoning. To forget his

problems he assumes the name of

"Pickens" and goes to a remote

district in the Kentucky

mountains where he lives a

primitive life. There he is able

to use his discovery to save the

life of a girl with whom he falls

in love. The romantic and

dramatic twists which follow are

are and appealing.

NOTICE.

Durability

That is what you want in a Piano for this climate. MOUTRIE products have this quality to a high degree; that is why we can GUARANTEE them for a longer period than any other Piano made. Prices from \$600 upwards.

Liberal discount for cash.

S. MOUTRIE & Co. LTD.

JUST ARRIVED

A new consignment of

ALKIA & REUDEL BATH SALTRATES

Highly recommended in cases of
RHEUMATISM, GOUT, LUMBAGO, SCIATICA &
SKIN AFFECTIONS.

COLONIAL DISPENSARY

Telephone 1877.

14 Queen's Road, Central.

DINNER SERVICES, TEA SETS

(FOR 12 PERSONS)

RUGS

CARPETS & TABLE COVERS

HOP CHEONG

Telephone No. 654. Complete House Furnishers. 55, Queen's Road Central.

YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during hot weather; (2) LACTOSE (Milk Sugar) for sweetening the food of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA OAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

總代理 香港 太平洋行
SHU FUNG TAI & CO.

Sole Agents for Hongkong and South China.
47 and 48 Connaught Road Central, Hongkong.

Telephone No. 1239.



SOLE AGENT,

MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

SANITARY BOARD.

Extending The Water Carriage System.

At a meeting of the Sanitary Board, yesterday afternoon, the report of the Committee appointed by H.E. the Governor to consider the feasibility of the extending the system of water-carriage in the Colony was discussed. There were present:—Mr. G. R. Sayer (Chairman), the Director of Public Works (Hon. Mr. T. L. Perkins), Dr. W. V. M. Koch, Dr. P. M. Ozorio, the Medical Officer of Health (Dr. W. W. Pearce), and the Secretary (Mr. C. M. W. Reynolds).

The Board went into Committee to frame a reply to the Government in response to the invitation to comment on the report. A memorandum had been circulated by the Chairman, to form the basis of discussion.

Protection Against Typhoid.

The Medical Officer of Health, at the invitation of the Chairman, made an interesting general statement on the question. Dr. Pearce said: I look upon the introduction of the water-carriage system as a measure of protection against typhoid fever and analogous diseases. During the period—nearly 20 years—that I have been in the Colony, I have never known an epidemic of typhoid fever, but the disease is epidemic—it is always with us—and I have been forced to the conclusion that the disease is mostly spread by the presence amongst us of a number of typhoid carriers. Last year, in conjunction with the Government Bacteriologist, on whom I may say, the bulk of the work fell—I endeavored to make an estimate as to the number of typhoid carriers which might be present in the population. But, owing to the reluctance of Chinese to submit to the necessary very trifling examination, after a deal of the preliminary work had been done, the experiment had to be abandoned. Nevertheless, I cannot help thinking that there are a very large number of typhoid carriers present in the Colony.

How Typhoid is Spread.

The way in which it can be spread by them is two-fold. First, here is the fact that the typhoid carrier may be employed in handling food—as a cook, house-boy, waiter, and so on. Secondly, there is the fact that, though not employed in handling food, he may indirectly spread typhoid fever by means of flies. If any one will go into European houses in this Colony, he will find, provided the water carriage system is not installed, generally, in each bathroom, an ordinary commode. It is usually well protected against flies by means of two covers. The latrine, or trough, used by the servants, is only a few yards away and, although we don't suffer, here, from plagues of flies, one fly can do a great deal of damage, by settling in unwashed excreta and then on the sugar basin, or the milk jug. In that way, our so-called sporadic cases of typhoid occur.

The introduction of the water-carriage system could be made a bulwark, to some extent, against the spread of typhoid fever, if it were properly carried out. But, very often we find that the European owner of a house gets permission to install water closets but is content to put them in his main building, for his own use. He reaps some advantage, from an aesthetic point of view, but he does not get any sanitary advantage.

The Servants' Quarters.

Typhoid fever is not spread by bad smells; it is spread, as all parasitic diseases are, by the actual parasite gaining entrance to the body, somehow—in this case by the digestive tract. If a man wishes to get greater advantage from installing the water-carriage system he should extend it to his servants' quarters. There will be greater advantage if his neighbors adopt the system. Going further and we get still more advantage if the system is installed in whole districts, but we shall never get the full advantage if Europeans are content to install the system in their own bathrooms and leave the Chinese privies as they do at present—the night soil uncovered. It is impossible for us to get earth to cover the night soil. If we could select a hill to put down, we should get people to use the earth. Dry earth is quite impracticable.

Further, the water-carriage system can only be a bulwark if we are absolutely certain that there is no contamination of our water supply. This is illustrated by the

development of the water-carriage system and the statistics as to the incidence of disease in England. Water closets were introduced in the 17th century but for many generations, they were few and far between. When they became general, the discharge was passed, as once, into the old privy midden. These, although to some extent insanitary, were not nearly so much as commonly supposed. They gave rise to the danger of contamination by flies but were not dangerous to water supplies, to any extent, until the water closet was introduced. From a dry privy midden there was very little leakage, but, the moment water was passed into them, they became cesspools, leakage was rapid and considerable, and private and public wells became contaminated. Epidemics of cholera and typhoid have been known to have arisen from leaking cesspools, and it was found necessary to close wells and introduce public water supplies. After that it was found necessary to abolish cesspools and proper drainage was introduced. But, 40 or 50 years ago, drains and sewers were not properly laid; it is only in recent years that the importance has been realized of main sewers having no possible leakage. Obviously, a leaky sewer is no better than a cesspool and in a sewer made of earthenware pipes, each yard long, there are 1,760 possible leaks in every mile. If it should so happen that there is a leak in a water pipe, close to a leak in a sewer, there may be in-suction and an epidemic set up.

In Perfect Order.

In adopting a water-carriage system, we must be perfectly certain that sewers and water pipes are in perfect order. Unless we do that, we may have constant epidemics of water borne disease, as have occurred in towns in England. If a man has a foul cesspool, and he allows contamination of a private well, very few people outside his own household are likely to suffer, but, if contamination in distribution, or of a reservoir occurs, many people, quite innocent of causing contamination, are likely to suffer. When I came here, a good many years ago, I knew there were many sewers in the Colony which were not in good order. Since then a very great deal of work has been done and I have no doubt now that the Director of Public Works would be able to assure us that the sewers are so safe that we can use the water-carriage system. While it may be more feasible, from a financial point of view, to introduce district installations,—at the Peak, for example,—nevertheless, the danger of the contamination of our water supply is greater at the Peak than at the middle levels. The sanitary advantage from having water closets installed is greater if the district is crowded with houses than if houses are few and far between. Therefore, if feasible to begin with the upper levels and allow water closets in all houses in which people can be trusted not to abuse them, I think that will be the best plan.

The subject was then discussed at some length.

Dr. Ozorio favoured the installation of the water-carriage system in the whole Colony at one time. He did not see why the advantage should be given to one section of the community and not to others. A general scheme would also be cheaper than many partial schemes. Dr. Ozorio also remarked that the revenue from night soil only ran into five figures and would not be a serious loss.

The Chairman: The point I make in the memo is that we are actually gaining revenue by the water carriage system, so far as the Peak is concerned. It is a curious thing, but it is a fact. At Kowloon Point, I anticipate no difference either way.

Dr. Ozorio said that, in view of the assurance of the Director of Public Works that the sewers and mains were safe, he thought the danger in a hill district like Hong Kong, was very small. Stagnation was a cause of danger. He hoped the Board would not unduly stress difficulties.

The Director of Public Works said the routes elected for sewers would be such as would not be likely to contaminate water supplies. As to Dr. Pearce's remarks about "in-suction," Mr. Perkins laid it down that, if a waterpipe is under pressure it will not absorb anything from without.

Mr. Chou Shou-sen took exception to a remark in the Chairman's memorandum to the effect that the Chinese would not, in small cases, appropriate the water-carriage system. He said he would prefer a system for the whole Colony, but the Government might not be in a position to provide that.

The people at the Peak were educated and knew sanitary laws.

The Chairman: That is why they are entitled to water closets.

Mr. Chou: Oh! no, excuse me! The Chairman: That is my opinion. If people are educated and can understand the water closet they should have one, but if they are unable to understand them they should have, shall we say, a visible example, first.

Ready to Learn.

Mr. Chou: I say, teach the ignorant people to understand them. The Chinese appreciate everything modern and good; they are learning to appreciate these things more than they did ten years ago, and in another ten years they will be still farther advanced. The danger of disease is greater in the lower levels than in the higher levels; in the lower levels they need improved sanitary arrangements more.

The Director of Public Works said Mr. Chou Shou-sen must not think that any aspersion upon the Chinese was intended by the remark in the memorandum. The same comment would apply in the slum districts of the great towns of England, and Europe, generally. The water carriage system was a good thing if used properly but, if not properly flushed, and made the receptacle of all kinds of filth, nothing could be worse. He had seen conditions, in this respect, in the slums of big cities at home that were disgraceful beyond belief. In every country there were people who could not be trusted not to abuse the water-carriage system; no slur was intended to be cast upon the Chinese.

Mr. Chou: You have it, in London, for everybody, not only for the wealthy and educated! The Chinese have got to learn to use this system. When you have it there will be, no doubt, proper regulations.

Started at the Bottom.

The Chairman: The only people who have the water-carriage system in Hongkong are the very poorest. Nobody has it on the Peak, at present. We started at the very bottom, with water-flushed public closets and bad dry privies on the Peak. Those are facts. The recommendation merely suggests that the system should be tried in other areas first. Personally, I prefer the bucket system. I shall find it a great expense to have water closets installed in my house. That is merely my personal, private view.

Dr. Koch: I think the bucket system is the cleanest. I have had a great deal of experience at the G.C.H. of the difficulty to which Mr. Perkins has referred. The water closets, there, are being continually choked up with all sorts of rubbish.

The Chairman, also, put it to Mr. Chou Shou-sen that the difficulty of supervising the use of water closets in a Chinese tenement house would be very great. Regulations might be made, but it would be difficult to trace the offender,—unless Mr. Chou suggested a closet in every Chinese cabicle," added the Chairman.

In the course of further discussion, it was indicated that the M.O.H. desired that the Board should have power to require a w.c. for servants in all houses where the water-carriage system was installed. The Board agreed to recommend that extension of the system to neighbours should be encouraged where the system was introduced by an individual; that, in crowded areas, the Board would like a complete system throughout that district; that certain districts could not be considered until the system had been tried elsewhere.

The Chairman suggested adding to this "but approved houses, irrespective of district, should be considered." The Director of Public Works, however, ruled that such permission could not be granted in general terms. It depended on the supply of water. The Chairman also expressed the view that it would never be possible to make the system compulsory, and Mr. Perkins remarked, on the other hand, that if there was much "contesting-out," schemes would be impracticable.

It was agreed that the water-carriage system, as regards the middle levels, should be held in abeyance until adequate extension of Tytan, but that the same facilities should be given there, as at the Peak, as soon as water was available.

Mr. S. W. Tso, who could not be present, sent a memo, suggesting that the system should be installed in all places of entertainment. Mr.

NOTICE.

NEW SEASON'S CANNED FRUITS

FRESH SHIPMENT NOW TO HAND.

Blackberries per tin 70c.	Loganberries per tin 70c.	Royal Anne berries per tin 80c.
Strawberries per tin 75c.	Raspberries per tin 70c.	Black Cherries per tin 80c.
Greengage Plums per tin 60c.	Apricots per tin 60c.	Yellow Cling Peaches per tin 65c.

HALF TINS

Bartlett Pears per tin 50c.	Yellow Cling Peaches per tin 40c.
Apricots per tin 40c.	Black Cherries per tin 45c.

FROM EUROPE

Genuine GORGONZOLA CHEESE.....	per lb. \$1.50
" ROQUEFORT "	per lb. \$1.30

LANE, CRAWFORD'S

JARDINE, MATHESON & Co., LTD.,

ENGINEERING DEPARTMENT.

14, PEDDER STREET, HONGKONG. Telephones: 215 & 3351.

SOLE AGENTS

FOR

THE
ENGLISH
ELECTRIC
COMPANY
LIMITED

DICK, KERR & Co., Ltd., WILLIAMS & ROBINSON, Ltd.

Preston.

Rugby.

THE COVENTRY ORNANCE ACCESSORY Co., Ltd.,
COVENTRY & SCOTSDUN.

THE PHOENIX DYNAMO Co., Ltd., Bradford. SIEMENS BROS.
DYNAMO WORKS, Ltd., Stafford.

"SAFETY FIRST!"

YOUR MONEY and JEWELLERY

SHOULD BE KEPT IN THE

SAFEST

CASH BOX

EVER CONSTRUCTED.

NEVER SOLD IN HONGKONG BEFORE.

INSPECTION CORDIALLY INVITED BY

THE SINCERE CO., LTD.

"HONGKONG EMPORIUM."

Chou endorsed this, remarking that Chinese theatres were "something awful" in this respect. The M.O.H. mentioned that the difficulty of water supply stood in the way in some cases, but the provision was being pressed for in the case of new buildings.

The Chairman intimated that a draft reply to the Government, covering the matters agreed upon in the discussion, would be circulated to members.

THE FAMINE SUBSIDY.
Chinese press reports state that President Tsu Shih-chang, upon receipt of a petition from the Shanghai Chinese General Chamber of Commerce asking that the famine tax be used for relief in Szechuan, Chekiang, and Kiangsu, has ordered the Ministry of Finance, Mr. Cai Yuanpei, to make investigation into the matter and to remit money to these three provinces as soon as possible.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TRAFFIC: BRITISH INDIA, PERSIAN GULF, WEST INDIES, MALACCA, EAST & WEST AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

* INSULAR & ORIENTAL SAILINGS (South)

S.S.	Tonnage	From Hong Kong (about)	Destination
KHIVA	9,000	15th Oct.	M'Isa, London & Antwerp
DUNERA	5,400	18th Oct.	Singapore, Colombo & B'ham
SARDINIA	6,600	21st Oct.	M'Isa, London & Antwerp
KARMALA	9,000	11th Nov.	M'Isa, London & Antwerp

BRITISH INDIA, APCAR SAILINGS (South)

TAKADA	7,000	17th Oct.	Australia via Manila
--------	-------	-----------	----------------------

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	17th Oct.	Malacca, Singapore, Brunei, & Borneo
---------	-------	-----------	--------------------------------------

SAILINGS TO SHANGHAI & JAPAN.

SARDINIA	6,600	28th Sept.	Shanghai via Shanghai
GRIFFIN	5,000	29th Sept.	Amoy, Shanghai & Kobe
ARAFURA	6,000	29th Sept.	Yokohama direct
DUNERA	5,400	2nd Oct.	Shanghai only

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Passenger Messengers will be received at the Company's Office on the day previous to sailing.

For Passage Rates, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

VICTORIA, SPATTLE & VANCOUVER via S'hai & Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

KASHIMA MARU (Nagasaki direct) Saturday, 1st Oct., at 11 a.m.
SUWA MARU (Nagasaki direct) Saturday, 29th Oct., at 11 a.m.
FUSHIMI MARU (Nagasaki direct) Saturday, 19th Nov., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & B'ham.

INABA MARU Friday, 30th Sept. at 11 a.m.
KAMO MARU Friday, 14th Oct. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.
MIO MARU Saturday, 22nd October.

MATSUYE MARU End of November.
LIVERPOOL, GLASGOW via MARSEILLES.

LIBSON MARU Monday, 3rd October.
SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.
NIKKO MARU Tuesday, 15th Oct., at 11 a.m.

AKI MARU Tuesday, 15th Nov. at 11 a.m.
NEW YORK via PANAMA & CUBAN PORTS.

DURBAN MARU Thursday, 20th October.
NEW YORK via SUEZ.

BANGKOK MARU End of October.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape

KAWACHI MARU Middle of November.
BOMBAY via Singapore, Penang & Colombo

TAISUNO MARU Wednesday, 28th Sept.
AKITA MARU Monday, 17th Oct.

CALCUTTA via Singapore, Penang & Rangoon.
BESTEN MARU Sunday, 9th Oct.

NAOASAKI, KOBE & YOKOHAMA.
AKI MARU Friday, 14th Oct. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
SANUKI MARU (Omitting Shanghai) Thursday, 29th Sept.

ATSUTA MARU Thursday, 29th Sept. at 11 a.m.
KAMAKURA MARU (Calling Nagasaki) Wednesday, 12th Oct.

KIRIN MARU (Omitting Shanghai) Wednesday, 12th Oct.
For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON FOR NEW YORK & BOSTON.

S.S. "KENDAL CASTLE"

Sailing on or about 2nd October.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PERSIA" 2nd half of October.

FOR SHANGHAI.

S.S. "PERSIA" Sailing on or about 10th October.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

Sailing from Colombo to South African Ports:—

S.S. "UMVOLOSI" Sailing on or about 30th September.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.

Telephone 1039

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
----------	----------------------------------	--------------------------------

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

Steamers Sailing.

London, Rotterdam H'burg & G'gow... Kentucky 3rd Oct.

London, Rotterdam H'burg & G'gow... City of Pekin 29th Oct.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
S.S. "PEMBROKESHIRE"	20th October.
"GLENIFFER"	25th October.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
M.V. "GLENAPP"	10th Oct.	GENOA, L'D N, R'DAM & H'BURG
"CARY RYONSHIRE"	3rd Nov.	LONDON, R'DAM & H'BURG
"PEMBROKESHIRE"	27th Nov.	GENOA, LONDON, R'DAM & H'BURG

Movements are subject to change without notice.

For freight or further particulars please apply to:—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
STRAITS & Calcutta	Kwangsang	Thurs. 27th Sept. at 3 p.m.
TIENTSIN	Cheongshing	Thurs. 29th Sept. at noon.
SHAI & T'au via S'ow Tungshing		Fri. 1st Oct. at 4 p.m.
BANGKOK	Fooshing	Fri. 30th Sept. at noon.
MANILA	Loongshing	Fri. 30th Sept. at 3 p.m.
SHANGHAI via Swatow Choyshing		Mon. 3rd Oct. at noon.
HAIPHONG via Hoihow Lokshing		Tues. 4th Oct. at 8 a.m.
SANDAKAN	Hissang	Tues. 4th Oct. at noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Return from Calcutta to Penang proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passenger and cargo, calling at Hoihow when inducement offers.

BIRNED LINE.—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers, s.s. "HINSANG" & s.s. "YANNIS" both steamers having excellent passenger accommodation.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chiaofoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kwangsang" will be dispatched on or about Thursday, 29th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamers	To Sailing
AMOI & SHANGHAI	Soochow	29th Sept. at 4 p.m.
H'HOW, PHOI & H'PHONG Kailong		30th Sept. at 9 a.m.
SHANGHAI & TSINGTAO	Vinechow	1st Oct. at 4 p.m.
SHANGHAI	Suiyang	1st Oct. at 4 p.m.
TIENTSIN	Huichow	3rd Oct. at 4 p.m.
SWATOW & BANGKOK	Kwongchow	4th Oct. at 10 a.m.
SHANGHAI	Szechuen	4th Oct. at noon.
SHANGHAI	Sunning	6th Oct. at noon.
SHANGHAI & TSINGTAO	Shansi	8th Oct. at 4 p.m.
NEUCHOW & T'AI	Chinkiang	9th Oct. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, electric fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Sept. 28, 1931.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Hailong	W. C. Parmore	FRI. 30th Sept. at 2 p.m.
Hailong	W. Couper	FRI. 7th Oct. at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

For Batavia, Samarang, Sourabaya, Macassar & Balikpapan.

S.S. CHERIBON MARU Sailing on or about 26th Sept.

For Moji, Kobe, Osaka & Yokohama.

S.S. SAMARANG MARU Sailing on or about 4th Oct.

MACASSAR MARU Sailing on or about 15th Oct.

For further particulars please apply to:—

K. SUZUKI,

No. 5, Queen's Road Central. Tel. No. 2206.

Manager.

SHIPPING NEWS.

THE VOLKSTEAD LAW.
Contraband spirit to the value of \$814,000 and drugs valued at \$274,000 were seized recently on a Greek steamer at New York.

U.S. SHIPS NOT TO CARRY

TSINGTAO AS PORT OF CALL.

According to the Jiji, the Java-China-Japan-Line has determined to permit the Far Eastern liners to touch at Tsingtao, while the P. & O. S.N. Co. is reported to be preparing for calling at the same port.

SHORTAGE OF COAL ON THE

UPPER RIVER.

Upper River steamers are experiencing difficulty in obtaining supplies of coal at Kweifu and Wan-hai-n. The coal is there, but the merchants are declining to part with it.

BEIYA T. SHIPYARD'S OUTPUT.

The tonnage launched for the first half of the year shows an increase of only a few hundred tons on that of the first half of 1930. The figures are 54,500 tons against 54,000 tons. Messrs. Harland and Wolff have only launched two vessels this year, the motor ship Somersetshire and the British Patrol Company's tanker Inverurie. Workman, Clark and Co. have launched seven steamers in 31st July, including two exceeding 10,000 tons, and four sugar carriers of 23,000 tons each. All seven have been completed except the Lamport and Holt liner Vandeyck (13,300 tons), the sister ship of which, the Voltaire, is held up on the stocks. The Vandeyck will run trial in a few weeks.

THE KIEL CANAL.

Efforts are being made to utilize to the full the Kiel Canal, says Lloyd's List Berlin correspondent, in the reconstruction of Germany. The Government are anxious to place all the advantages of this important waterway at the disposal of shipping concerns, so as to enable them to refrain for the country its pre-war position in the world of shipping, and incidentally to act as an incentive to trade with the Baltic. The Kiel Canal merits consideration as one of the finest waterways, and must, as regards width and depth, be given first place. Commenced in the year 1887, and completed in 1895, the Canal underwent further alterations, chiefly an increase in width, during the period 1907-14. The double locks near Holtenau and Brunsbuttel are 310 metres long, 45 metres wide, and have a depth of 14.1 metre, thus exceeding in size those of the Panama Canal, which measure 335 metres in length and are 33.5 metres wide.

SALVAGE AWARD.

A romantic story of the sea was unfolded in the Admiralty Court at the hearing of the claim of the owners of a Western Front for salvage services rendered to the Silver Queen. The latter vessel is a wooden schooner of 134 tons, built in Nova Scotia in 1915. She was on voyage from Labrador to Malaga with 4,000 quintals of cod fish. On November 7 he was dismantled in a heavy gale, and no day later she was sighted by the S. Western Front, 5,743 tons, bound from New York to Algiers with coal. On approaching the schooner it was discovered that her crew were on deck. As the Western Front approached they launched their boat and put off to the steamer, and it was then seen that the disabled vessel was on fire. The captain's statement was that the vessel was helpless and leaking badly; that the cargo had gone rotten and therefore he decided to abandon his ship, first firing her so that she would not be a danger to navigation. The master of the Western Front put his vessel in place as he dared to the schooner, and played on the flames with a hose. The sea, however, was too rough for such a plan to be persevered with, so he called for volunteers. They boarded the Silver Queen, and while some pumped the vessel out, others set about the task of extinguishing the fire. The deckhouse, bulwarks and steering gear were burned away, and when the fire was thought to be subdued a temporary steering gear was rigged, provisions were put on board, a hawser was made fast, and the work of towing the vessel to safety was commenced. These were the plucky services for which salvage was claimed. Mr. Justice Hill said that, considering the small value of the salvaged property—damaged schooner, 2700, and "rotten" cod, £6,300—it could not make an award which would compensate the Western Front for the three days' loss. He had lost. However, he made an award of £4,000. The Western Front has since been destroyed by fire in the English Channel.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tjiliwang	Java	30th Sept.	3rd Oct.	Amoy, S'hai
Tjisalak	Japan	3rd Oct.	5th Oct.	Java
Tjileboet	Java	7th Oct.	13th Oct.	S'hai, Japan

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	To
Gorontalo	Java	20th Oct.	22nd Oct.	San Francisco
Saleyer	Java	6th Oct.	15th Oct.	San Francisco via Manila

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings

